2030 Metropolitan Transportation Plan (MTP)

for the Albuquerque Metropolitan Planning Area (AMPA)

Adopted by the
Metropolitan Transportation Board
April 26, 2007

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Transportation Conformity Technical Committee
Albuquerque/Bernalillo County Air Quality Control Board
City of Albuquerque Environmental Health Department

And finally,
but most of all,
a very special thanks
to all the people in our metropolitan area
who participated in the development of this plan!

The MTP Work Group, June 2006

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April 27, 2007

Dear Resident,

Following a rigorous process of analysis, evaluation, public involvement and discussion, the Metropolitan Transportation Board is pleased to present this document as the 2030 Metropolitan Transportation Plan (MTP) for the Albuquerque metropolitan planning area.

The purpose of the MTP is to evaluate what the transportation system is like now, examine where and how we're likely to grow as an area, and determine what our transportation system should look like in the future. As the metropolitan planning organization for the area, the Metropolitan Transportation Board is responsible for developing a new MTP every four years.

The 2030 MTP identifies the transportation projects that are expected to be built between now and 2030, given the revenues we can reasonably expect at the Federal, State and local levels.

Highlights of the 2030 MTP include:

- Doubling of the number of miles of bicycle and pedestrian paths and trails
- Reconstructing the I-25 / Paseo del Norte Interchange
- Incorporation of the Intelligent Transportation System (ITS) plan and updated ITS Architecture and Maintenance Plans
- Extended Rail Runner Express commuter rail transit service to Santa Fe, new Rail Runner stations, and identified high capacity transit corridors
- A study corridor in Los Lunas / Valencia County for a potential new interchange at I-25 and river crossing
- New elements of the MTP related to pedestrian facilities, safety, transportation security, and alternative fuels ensuring that this MTP is fully compliant with the new federal planning rules from the recent federal SAFETEA-LU transportation law

Development of this MTP ended with approval by the Metropolitan Transportation Board on April 26, 2007. However, transportation planning in the urban area is a continuous process. If you would like more information about specific projects, the transportation planning process or some aspect of the MTP itself, please do not hesitate to contact the MPO staff.

Sincerely,

Larry Abraham
Chair, Metropolitan Transportation Board

2030 Metropolitan Transportation Plan (MTP)

for the Albuquerque Metropolitan Planning Area

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A. Purpose of the MTP

A Metropolitan Transportation Plan (MTP) is a tool for helping people in a metropolitan area determine how their area is growing, which way it is headed, and whether they want it to continue going in that direction. The 2030 MTP analyzes what would happen if current trends were allowed to continue to the year 2030. It shows what would happen if no planning for the future were done, and then proposes an alternatives to doing nothing.

This MTP presents the ways the Albuquerque Metropolitan Planning Area plans to invest in the transportation system to the year 2030. It includes both long- and short-range program strategies and actions that will lead to the development of an integrated transportation system that facilitates the efficient movement of people and goods. It offers a set of recommendations aimed at relieving congestion, maintaining air quality, and improving quality of life. These long-term recommendations will then guide decisions about specific transportation projects to develop and fund in the short term.

The Metropolitan Planning Organization (MPO) is charged with developing the MTP. It engaged interested parties in the development of the plan, in accordance with approved Public Involvement Procedures. Additionally, the MTP will conform with:

- federal planning regulations (Title 23, Code of Federal Regulations, Part 450)
- the State Implementation Plan (SIP) Revision: Limited Maintenance Plan for Carbon Monoxide (CO) for Albuquerque/Bernalillo County, New Mexico
- the Albuquerque/Bernalillo County Air Quality Control Board Transportation Conformity regulations, New Mexico Administrative Code (NMAC) Title 20, Chapter 11, Part 3.

Pursuant to Title 23, Code of Federal Regulations, Part 450 (23 CFR 450), the Metropolitan Transportation Board (MTB), serving as the MPO, is responsible for carrying out the metropolitan transportation planning process, including the development, maintenance and updating of the MTP.

B. Federal Requirements and Guidelines

In addition to the usefulness of having a long-range transportation plan, there are federal requirements that state that all metropolitan areas with more than 200,000 inhabitants, such as the greater Albuquerque area, develop a MTP for a twenty-year period and update it every four years. The plan also includes:

- The projected transportation demand of persons and goods
- Existing and proposed transportation facilities that should function as an integrated transportation system
- Operational and management strategies to improve the performance of existing transportation facilities
- Consideration of the results of the congestion management process
- Assessment of capital investment and other strategies to preserve the existing and projected future infrastructure and provide for multimodal capacity increases based on regional needs and priorities
- Discussion of potential environmental mitigation activities
- Pedestrian walkway and bicycle transportation

facilities
- Transportation and transit enhancement activities
- A financial plan that demonstrates how the adopted plan can be implemented, while operating and maintaining existing facilities and services

SAFETEA-LU: the latest Federal Transportation Legislation

The latest federal transportation law, the "Safe, Accountable, Flexible, Efficient Transportation Equity Act-A Legacy for Users (SAFETEA-LU)" provides $286 billion in transportation spending nationally through the year 2009. SAFETEA-LU directs that each State's and each MPO's planning process must provide for consideration of transportation projects and strategies that address eight factors:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
2. Increase the safety of the transportation system for motorized and non-motorized users
3. Increase the security of the transportation system for motorized and non-motorized users
4. Increase the accessibility and mobility options available to people and for freight
5. Protect and enhance the environment, promote energy conservation, and improve quality of life
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
7. Promote efficient system management and operation
8. Emphasize the preservation of the existing transportation system

On February 14, 2007, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) published the final rule for statewide and metropolitan transportation planning in the federal register (Volume 72, Number 30). This final rule revises the regulations governing the development of metropolitan transportation plans and programs for urbanized areas and the regulations for Congestion Management Systems. The revision results from the passage of the SAFETEA-LU law, which also incorporates changes initiated in its predecessor legislation, the Transportation Equity Act for the 21st Century (TEA-21) and will make the regulations consistent with current statutory requirements.

The regulations, specifically Title 23 of the Code of Federal Regulations Part 450 (23 CFR 450) and Title 49 Code of Federal Regulations Part 613 (49 CFR 613) outline the requirements for State Departments of Transportation (DOTs), Metropolitan Planning Organizations (MPOs) and public transportation operators to conduct the transportation planning processes in metropolitan areas and states.

These regulations set forth the national policy that the MPO designated for each urbanized area—in our case, the Metropolitan Transportation Board—is to carry out a continuing, cooperative, and comprehensive multimodal transportation planning process. This includes the development of the Metropolitan Transportation Plan (MTP) and a Transportation Improvement Program (TIP) that encourage and promote the safe and efficient development, management, and operation of surface transportation systems.

Key changes to the planning regulations under SAFETEA-LU are addressed in this MTP and, in summary, include:

- Promote consistency between transportation improvements and State and local planned growth and economic development strategies
- Establish safety and security as separate, stand-alone planning factors
- Encourage the transportation planning process to be consistent with the new Strategic Highway Safety Plan (in New Mexico, this plan is titled the Comprehensive Statewide Transportation Safety Plan, completed in 2006 by the NMDOT)
- A safety element in the MTP
- In consultation with Federal, State and Tribal

wildlife, land management, and regulatory agencies, discuss potential environmental mitigation activities within the MTP
- Operational and management strategies to improve the performance of existing transportation facilities to relieve congestion and maximize safety and mobility of people and goods
- Coordinate the Congestion Management Process (CMP) as a key input to the development of the MTP
- To the maximum extent practicable, the MTP shall be consistent with the development of the regional Intelligent Transportation System (ITS) architectures
- Consultation with representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, freight shippers and providers of freight transportation services, Indian Tribal governments, and Federal land management agencies
- Development of a public participation plan with interested parties
- Promote improved visualization for understanding of transportation plans and programs

While not a complete list, some new, revised and a few highlighted definitions from the new regulations and more relevant to the development of an MTP are outlined below

Administrative modification: means a minor revision to a long-range statewide or metropolitan transportation plan, Transportation Improvement Program (TIP), or Statewide Transportation Improvement Program (STIP) that includes minor changes to project/project phase costs, minor changes to funding source of previously-included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment, redemonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).

Amendment: means a revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that involves major change to a project included in a MTP, TIP or STIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment, redemonstration of fiscal constraint, or a conformity determination (for MTPs and TIPs involving "non-exempt" projects in nonattainment and maintenance areas).

Environmental mitigation activities: means strategies, policies, programs, actions, and activities that, over time, will serve to avoid, minimize, or compensate for (by replacing or providing substitute resources) the impacts to or disruption of elements of the human and natural environment associated with the implementation of a long range statewide transportation plan or MTP. The human and natural environment includes, for example, neighborhoods and communities, homes and businesses, cultural resources, parks and recreation areas, wetlands, and water sources, forested and other natural areas, agricultural areas, endangered and threatened species, and the ambient air. The environmental mitigation strategies and activities are intended to be regional in scope, and may not necessarily address potential project-level impacts.

Financially constrained or Fiscal constraint: means that the MTP, TIP and STIP includes sufficient financial information for demonstrating that projects in the MTP, TIP and STIP can be implemented using committed, available, or reasonably available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained. For the TIP and STIP, financial constraint/fiscal constraint applies to each program year. Additionally, projects in nonattainment and maintenance areas can be included in the first two years of the TIP and STIP only if funds are "available" or "committed."

Metropolitan Planning Organization: means the policy board of an organization created and designated to carry out the metropolitan transportation planning process.

Revision: means a change to a long-range statewide or metropolitan transportation plan, TIP, or STIP that occurs between scheduled periodic updates. A major revision is an "amendment," while a minor revision is an "administrative modification."

Update: means making current a long-range statewide transportation plan, an MTP, TIP, or STIP through a comprehensive review. Updates require public review and comment, a 20-year horizon year for the MTP and statewide transportation plans, a four year program period for TIPs and STIPs, demonstration of fiscal constraint (except for long-range statewide transportation plans), and a conformity determination (for MTPs and TIPs in nonattainment and maintenance areas).

Overview of Metropolitan Transportation Planning

Metropolitan transportation planning provides the information, tools, and public input needed for improving transportation system performance. Transportation planning reflects the community's vision for its future. It also includes a comprehensive consideration of possible strategies: an evaluation process that encompasses diverse viewpoints; the collaborative participation of relevant transportation-related agencies and organizations; and an open, timely, and meaningful involvement of the public. Transportation planning requires a comprehensive, holistic look at the needs of the future of the region and its inhabitants. Environment, economy, land use, safety and health, mobility, access, community and neighborhoods, and social equity are important societal issues that are linked to transportation. Decisions about transportation affect our society in many ways and, conversely, many of society's decisions have impacts on our transportation system.

What is the metropolitan transportation planning process?

Transportation planning in metropolitan areas is a collaborative process, led by the metropolitan planning organization (MPO) and other key stakeholders in the regional transportation system. In the Albuquerque Metropolitan Planning Area (AMPA), the Mid-Region Council of Governments (MRCOG) administratively houses the MPO staff and the Metropolitan Transportation Board (MTB) decides on transportation plans and programs for the AMPA.

The process is designed to foster involvement by all interested parties, such as the business community, community groups, environmental organizations, and the general public through a proactive public participation process conducted by the MPO in coordination with the New Mexico Department of Transportation (NMDOT) and transit operators. It is essential to extend public participation to include people who have been traditionally underserved by the transportation system and services in the region.

The steps included in the planning process are:

1. Monitoring existing conditions
2. Forecasting future population and employment growth
3. Assessing projected land uses in the region and identifying major growth corridors
4. Identifying problems and needs and analyzing, through detailed planning studies, various transportation improvements
5. Developing alternative capital and operating strategies for people and goods
6. Estimating the impact of the transportation system on air quality within the region
7. Developing a financial plan that covers operating costs, maintenance of the system, system preservation costs, and new capital investments

What is a Metropolitan Planning Organization and what are its functions?

A metropolitan planning organization (MPO) is a transportation policy-making organization made up of representatives from local government and transportation authorities. Federal legislation passed in the early 1970s required the formation of an MPO for any urbanized area with a population greater than 50,000. MPOs were created to ensure that existing and future expenditures for transportation projects and programs were based on a continuing, cooperative and comprehensive (3-C) planning process. Federal funding for transportation projects and programs are channeled through this planning process.

There are several core functions of the MPO in this region:

1. **Establish a setting**: establish and manage a fair and impartial setting for effective regional decision-making in the metropolitan area.
2. **Evaluate alternatives**: evaluate transportation alternatives, scaled to the size and complexity of the region, to the nature of its transportation issues, and to the realistically available options.
3. **Develop a Unified Planning Work Program (UPWP)**: the UPWP lists the transportation studies and tasks to be performed by the MPO staff or a member agency. The UPWP reflects local priorities and contains several elements, including planning tasks and studies, the agency responsible for each task, and funding sources identified for tasks and studies.
4. **Maintain a Metropolitan Transportation Plan (MTP)**: develop and update a long-range transportation plan for the metropolitan area with a planning horizon of at least twenty years that fosters (1) mobility and access for people and goods, (2) efficient system performance and preservation, and (3) quality of life.
5. **Develop a Transportation Improvement Program (TIP)**: develop a program based on the metropolitan transportation plan and designed to serve the area's goals, using spending, regulating, operating, management, and financial tools.
6. **Maintain a Congestion Management Process (CMP)**: areas with populations over 200,000 are called transportation management areas (TMAs). The Albuquerque metro area is a TMA and as such must have a congestion management process that identifies actions and strategies to reduce congestion and increase mobility.
7. **Conform with Air Quality Plans**: Bernalillo County within our metropolitan area is designated as an air quality limited maintenance area for carbon monoxide. This designation creates additional requirements for transportation planning, especially because most of the carbon monoxide pollution comes from automobiles. Transportation plans, programs and projects must conform with the state's air quality plan, known as a State Implementation Plan (SIP).
8. **Involve the public**: involve the general public and all the significantly affected sub-groups in the essential functions listed above. The process includes outreach strategies to give people the opportunity to provide input while the plans and programs are being developed.

The MPO regularly participates in events to involve the general public. Pictured here is Transportation Day at the University of New Mexico

What is the Albuquerque Metropolitan Planning Area (AMPA)?

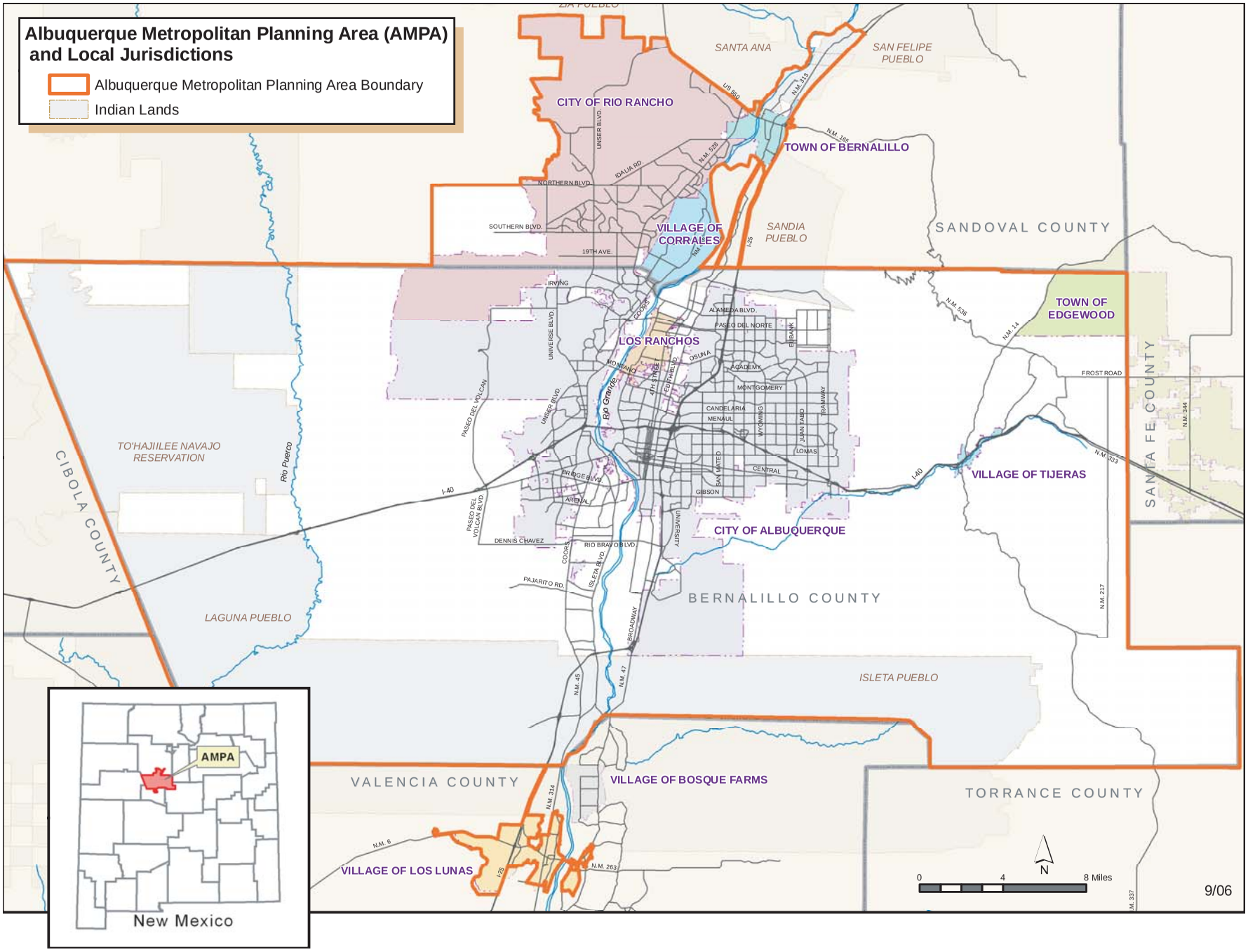
Federal regulations require that the AMPA includes all of Albuquerque's urbanized area, the remainder of Bernalillo County, and areas that are reasonably anticipated to become urbanized over the next 20 years. In the Albuquerque metropolitan area this encompasses:

- The City of Albuquerque, The Village of Tijeras, the Village of Los Ranchos de Albuquerque, and the remainder of Bernalillo County
- The Village of Los Lunas in Valencia County
- The City of Rio Rancho, the Village of Corrales, the Town of Bernalillo, and Algodones in Southern Sandoval County
- Five Indian Reservations including portions of Laguna, To'hajilee, Isleta Pueblo, the Pueblo of Sandia and all of Santa Ana Pueblo

These boundaries are occasionally reviewed and revised as necessary. Therefore, the 2030 MTP applies to a larger AMPA than previous years, and this should be considered when comparing demographics and forecasts with previous transportation plans.

The AMPA is located in north central New Mexico, and is bisected by the Rio Grande two major interstates and a railroad. The mountainous eastern part of the area consists of the Sandia Mountains and the Manzano Mountains to the southeast. To the west, flat mesas stretch out to the Rio Puerco Valley and beyond.

Map 1-1 ▶ Albuquerque Metropolitan Planning Area



Our Metropolitan Area Today and Tomorrow

2

"The word 'growth' once had a positive connotation for Americans: better jobs, better shops, better education, a better quality of life. But mention the word today and you are likely to hear discussions about congested traffic, higher taxes, crowded schools and the paving-over of the landscape."

~ Andres Duany
Smartcode: A Comprehensive Form-Based Planning Ordinance

So, What's at Stake?

There are distinct connections between the characteristics of a region's land use forms and its transportation characteristics. Factors such as population growth, development patterns, age, income, and land uses all have direct impacts on transportation characteristics like transit ridership, auto ownership, mobility choices, and the distance and time people and goods travel within a region.

Land use and transportation are two sides of the same coin. Transportation affects land use and land use affects transportation. Decisions that affect one also affect the other. As a result, it is important to understand the connections.

Under New Mexico laws, land use decisions are made by counties and municipalities through comprehensive plans, subarea plans, zoning and subdivision ordinances, and development review procedures. The transportation infrastructure commitments in this MTP are decided and approved by the Metropolitan Transportation Board, mostly elected officials from member governments within the Albuquerque Metropolitan Planning Area (AMPA). This makes it all the more important for elected officials, jurisdictions' staffs, and the public to understand the complex relationships between growth, mobility, access and our economic success. In a rapidly changing and competitive world, nothing less than our quality of life for current and future generations is at stake.

The Detailed, Technical Picture . . .

Several supporting datasets to the 2030 MTP have been compiled or developed by MRCOG since the 2025 MTP.

MRCOG has updated the base year demographics used for analysis from 2000 to 2004. While the 2000 dataset relied primarily on data provided by the 2000 Census Bureau, the 2004 dataset incorporates more current local data in order to estimate updated information regarding population, housing, and employment. MRCOG utilized building permit data, school enrollment trends, utility hook-ups, county assessor data, land use inventories, NM Department of Labor employment files, and other regionally available information to create a 2004 dataset that represents the base year socioeconomics used for this 2030 MTP. The data are created at the Data Analysis Subzone (DASZ) level, which are small areas or "zones" that are recognized by and fed to MRCOG's travel model in order to develop transportation forecasts.

As part of the effort to develop a 2004 DASZ socioeconomic dataset, MRCOG has updated its land

use inventory of the region to reflect existing uses in 2004. All construction that has occurred between 2000 and 2004 has been tracked by parcel in a spatial database maintained by MRCOG and coded into one of 19 land use categories. The land use categories tracked distinguish between single and multi family housing, minor and major commercial, office, industrial, institutional, schools and universities, airports, utilities, and other non-residential such as public safety facilities, cemeteries and community centers. Some local jurisdictions in the MRCOG region maintain their own land use inventories and these data were critical in updating MRCOG's land use database.

MRCOG has used the 2004 DASZ socioeconomics and 2004 land use inventory as the starting point towards developing a new 2030 DASZ socioeconomic forecast. From the base year data, MRCOG incorporated information that was compiled through meetings primarily held with planners, developers and public officials regarding recent construction, current plans for near term development, long range development plans. In addition, existing comprehensive plans, area plans, and other local land use policies including zoning codes were also used to guide the forecast. Observed trends were also taken into consideration in the forecast development. Ultimately, all of these data sources were input to MRCOG's Land Use Allocation Module (LAM) which allocates growth to the DASZ level. After post-processing and various reliability checks the 2030 forecast was finalized.

Lastly, the Census Bureau, in partnership with several affiliated agencies, has released the 2000 Census Transportation Planning Package (CTPP) in a series of products, many of which came out after the development of the 2025 MTP. Of particular interest is CTPP Part III, which connects trip origins to trip destinations thereby allowing transportation analysts to identify major commuting corridors as well as the demographics of those who use them.

A. Demographics

The demographics of an area provide important information about how the region is growing which in turn helps identify and anticipate potential transportation needs. Population density data allow planners to target areas that exhibit high

Table 2-1 ▶ Population Density by Municipality, 2000 and 2004

		persons per sq. mi.	
County	Municipality	2000	2004
Bernalillo County			
	City of Albuquerque	2,378	2,590
	Village of Los Ranchos de Albuquerque	1,174	1,215
	Village of Tijeras	469	511
	Remainder of County	105	111
Sandoval County			
	Town of Bernalillo	1,350	1,412
	Village of Corrales	666	763
	City of Rio Rancho	507	599
	Remainder of County	155	161
Valencia County			
	Village of Los Lunas	869	969
	AMPA	**485**	**529**

** 2000 AMPA Population is based on the 2004 AMPA boundary, which includes Santa Ana, Algodones, and Los Lunas.*
2004 Municipal estimates have been adjusted to the Bureau of Business and Economics Research's 2004 County estimates.

Table 2-2 ▶ Population by Municipality, 2000 and 2004

County	Municipality	2000 Population	2004 Population Estimate	2000 – 2004 Estimated Growth	2004 Distribution within AMPA
Bernalillo County					
	City of Albuquerque	448,607	488,570	8.9%	70.6%
	Village of Los Ranchos de Albuquerque	5,092	5,273	3.5%	0.8%
	Village of Tijeras	474	516	8.8%	0.1%
	Remainder of County	101,845	107,299	5.4%	15.5%
Sandoval County					
	Town of Bernalillo	6,611	6,915	4.6%	1.0%
	Village of Corrales	7,334	8,400	14.5%	1.2%
	City of Rio Rancho	51,765	61,144	18.1%	8.8%
	Remainder of County	2,356	2,450	4.0%	0.4%
Valencia County					
	Village of Los Lunas	10,034	11,192	11.5%	1.6%
	AMPA	**634,118**	**691,758**	**9.1%**	**100.0%**

** 2000 AMPA Population is based on the 2004 AMPA boundary, which includes Santa Ana, Algodones, and Los Lunas.*
2004 Municipal estimates have been adjusted to BBER's 2004 County estimates.

concentrations of activity for transit planning, to mitigate traffic congestion, improve walkability and so forth. Density information is used in combination with growth indicators so planners can anticipate future demand and plan for the resources new growth might require.

1. Population Density

Table 2-1 illustrates how densely settled the incorporated municipalities and villages are within the AMPA, and compares density changes between 2000 and 2004.

As an established urban center, City of Albuquerque exhibits the highest density among the greater metropolitan area, with 2,590 persons per square mile. Los Ranchos and Bernalillo follow with over 1,000 persons per square mile, and Los Lunas is nearing 1,000 as well.

Since 2000, the AMPA increased in density overall by 44 persons per square mile. The City of Albuquerque led the municipalities with the greatest increase in population density with an additional 212 persons per square mile, and Los Lunas ranks second with an increase of 100 new persons in each of its nearly 12 square miles. The most rapidly growing part of the AMPA, the City of Rio Rancho, had the most notable leap in density, increasing by 18% over the four years.

Map 2-1, 2004 population density by DASZ, shows density at a smaller geographic level allowing dense subareas to be visible.

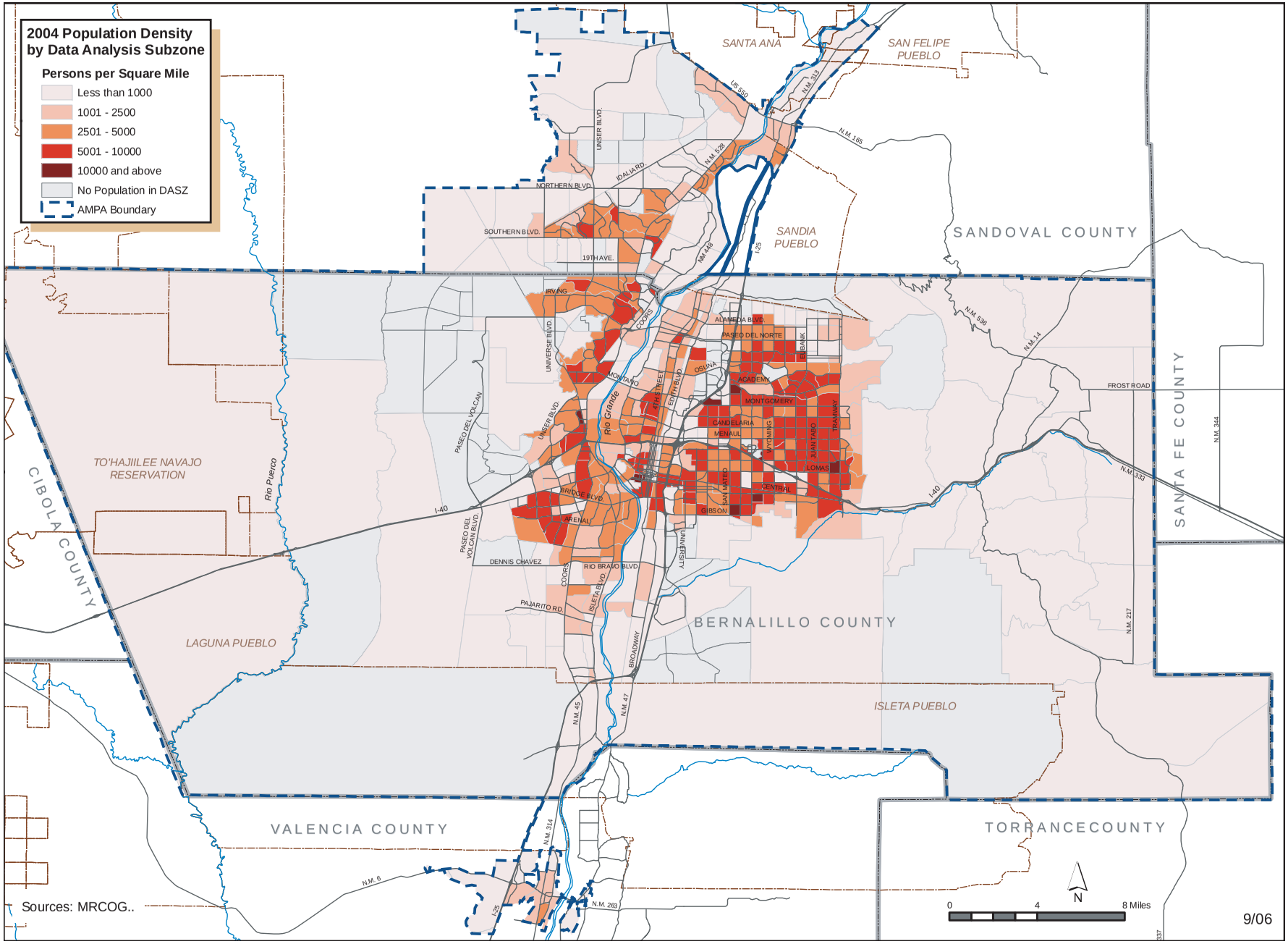
The map shows that the highest concentrations of people living in the AMPA are located in the Northeast and Southeast Heights of Albuquerque. However, the north and south valleys as well as west of the Rio Grande also exhibit moderate density along with southern Rio Rancho and eastern Los Lunas.

2. Population Growth

Population within the 2004 AMPA boundary is estimated to have increased by almost 60,000 (9%) between 2000 and 2004. Table 2-2 shows how growth was distributed throughout the AMPA.

Of the 60,000 new residents in the AMPA, Albuquerque captured approximately 40,000. However in terms of pace of growth, Rio Rancho saw

Map 2-1 ► Population Density by DASZ, 2004



the most rapid change, increasing in population by 18%. Map 2-2 illustrates where new growth has occurred throughout the AMPA by DASZ.

The Northwest and Southwest mesas in Albuquerque have experienced high population growth, along with pockets in the North Albuquerque Acres and the Southeast Heights. Pockets in Rio Rancho stand out as well, particularly along the 550 corridor to the north.

3. Housing Growth

One of the most reliable and accessible data sources for tracking new growth is building permits issued for new residential construction. MRCOG collects residential building permits from each permit issuing entity in the AMPA in order to estimate population growth and follow where new homes are being built.

Between 2000 and 2004, approximately 30,800 building permits were issued for new residential construction in the AMPA. Bernalillo County captured 80% of those permits, Sandoval County (the portion within the AMPA only) issued 19%, and Los Lunas issued 1%. By comparison, Bernalillo County spans approximately 89% of the AMPA's land area, Sandoval County makes up 10%, and Los Lunas encompasses 1%.

Map 2-3 shows the distribution of permits issued throughout the AMPA between 2000 and 2004.

New residential construction

Over the four year period from 2000 to 2004, residential construction has occurred in new subdivisions, in infill developments, and scattered among single plots throughout the AMPA. Some major subdivisions that filled in over this period were Enchanted Hills in Rio Rancho, and Ventana West and Vista Del Norte in Albuquerque. Major infill projects included the transition of the old Albuquerque High School into downtown lofts.

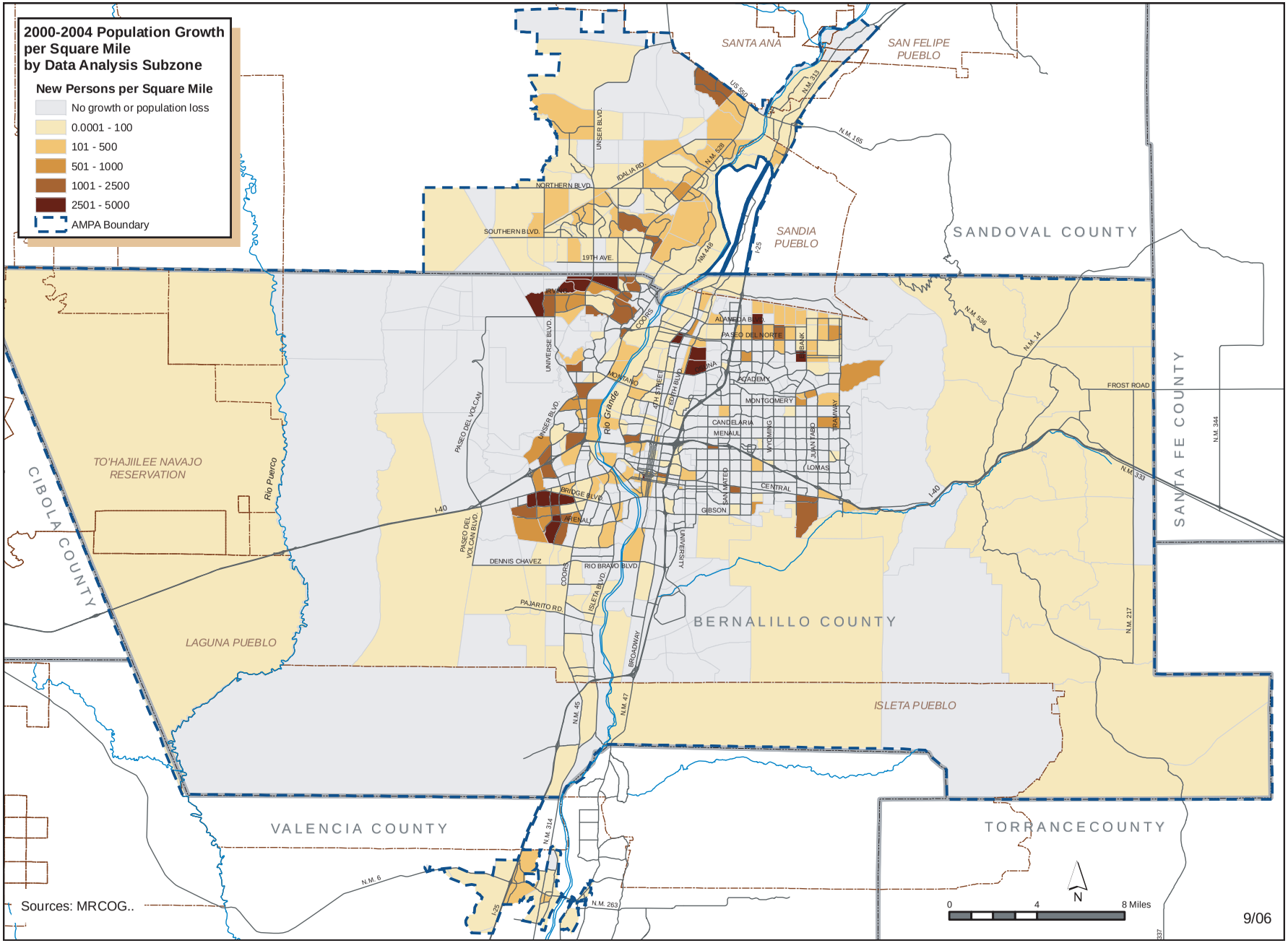
B. Land Use

Land development patterns have a direct relationship to transportation because residential and commercial development generally requires adequate transportation access in order for it to be viable. The type of development, the density, and the mix of land uses determine the kind of transportation investments that might best serve an area. But that is only half of

Table 2-3 ▶ Changes in Land Use, 2000 to 2004

Land Use	2000 Share	2004 Share	Difference in Acreage
Residential	9.9%	11.0%	9,031
Commercial	1.1%	1.1%	549
Office	0.1%	0.1%	160
Industrial/Warehouse	0.9%	0.9%	-532
Institutional	0.1%	0.1%	-28
Schools and Universities	0.4%	0.5%	309
Agriculture	1.0%	1.0%	-197
Open Space	12.6%	12.6%	328
Other	6.5%	6.7%	1,332
Vacant / Rangeland	67.4%	66.1%	-11,097
Total	**100.0%**	**100.0%**	

Map 2-2 ► Population Change by DASZ, 2000-2004



Map 2-3 ► 2000 Housing Density and 2000 – 2004 Residential Permits

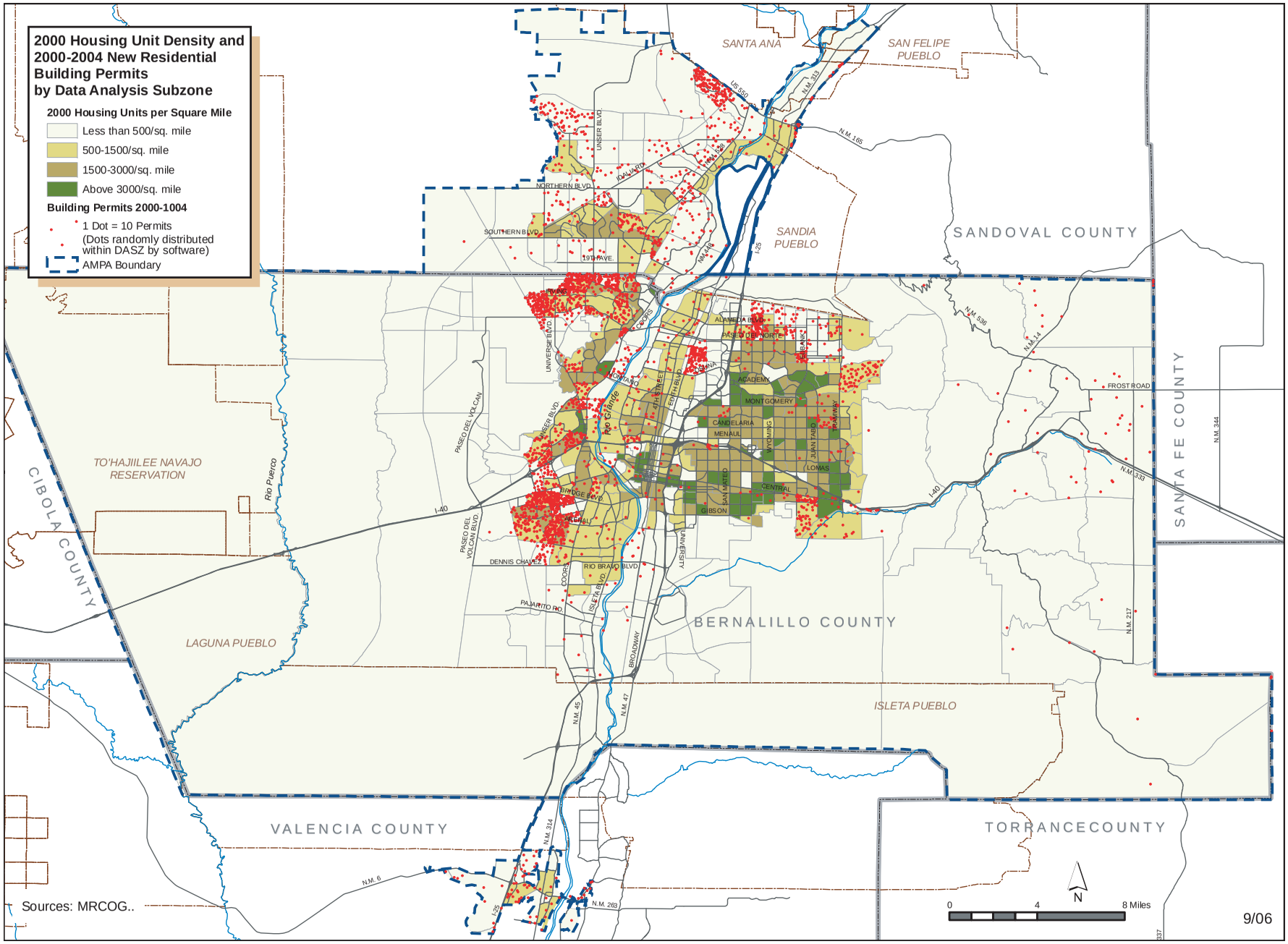


Table 2-4 ▶ Job to Housing Ratio , 2000 and 2004

Municipality	2000 Jobs to Housing Ratio	2004 Jobs to Housing Ratio
City of Albuquerque	1.40	1.31
Northeast	1.62	1.57
Southeast	1.29	1.25
Northwest	1.09	1.02
Southwest	0.82	0.61
West of Rio Grande	0.54	0.55
East of Rio Grande	1.69	1.56
Village of Los Ranchos de Albuquerque	0.83	0.73
Village of Tijeras	0.99	1.36
Town of Bernalillo	1.35	0.99
Village of Corrales	0.38	0.40
City of Rio Rancho	0.70	0.65
Village of Los Lunas	1.24	1.64
AMPA	**1.32**	**1.29**

**The quadrants listed within the City of Albuquerque are bound by the railroad tracks and Central Avenue. The areas east and west of the river are a different aggregation of the same area using the river as the delineator.*

the picture. It is also true that existing transportation facilities often determine how much development and the kinds of land use that is built around them. This is essentially the concept behind the importance of connecting land use and transportation planning decisions, as the two are inherently linked.

1. Land Area Consumed

Table 2-3 highlights the percentage of land in each land use category tracked by MRCOG in 2000 and 2004, and presents the differences in share and acreage over the 4 year period.

The two most significant changes are the gain in residential acreage and loss of vacant land, both which are indicators of a growing region. The table shows that the amount of land dedicated to residential uses represents 11% of the AMPA's land, increasing by over 9,000 new residential acres since 2000. In addition, two-thirds of the region's land is considered "vacant or rangeland," and 11,000 acres were developed in the past 4 years. It is important to note that although a large portion of the AMPA land is considered vacant or rangeland, much of that is not considered to be developable due to topographical constraints, ownership issues, and other barriers to development.

2. Jobs - Housing Balance

Trying to achieve a balance of housing and jobs in an area is considered as a means towards potentially relieving congestion on our roadways during peak commuting times. It also provides more opportunity for workers to ride their bikes or walk to work as long as the proper facilities are in place. Therefore, a jobs-housing unit ratio is considered as an indicator of how successful or unsuccessful a community is in achieving this balance. Although jobs-housing unit ratios may not directly correspond to commute lengths since it is not feasible for many to change their workplace just because there are new jobs near their homes, by improving the number of jobs to housing units in primarily residential areas, residents with flexible employment are presented with opportunities to reduce the length of their work trip.

Table 2-4 presents the jobs-housing unit ratios in 2000 and 2004 in the various areas of the AMPA. A

Table 2-5 ▶ Employment by Sector in the AMPA, 2004

Employment Sector	Jobs	Percentage
Agriculture	436	0.1%
Construction and Mining	27,973	7.4%
Manufacturing	22,718	6.0%
Transportation, Communications, Utilities	20,111	5.3%
Wholesale	13,596	3.6%
Retail	72,395	19.1%
Finance, Insurance, Real Estate	20,592	5.4%
Services	128,998	34.0%
Government	72,624	19.1%
Total	**379,443**	**100.0%**

Source: New Mexico Department of Labor, U.S. Bureau of the Census, MRCOG

Eating and drinking services are included in retail, military is included in government, and information is included in TCU.

This table is an estimate of total employment by work site, and includes wage and salary jobs as well as an estimate for contract, self-employment, agricultural, military, railroad, and unpaid family workers.

commonly recommended target standard is a ratio of 1.5, which implies that a healthy balance exists.[1]

In the AMPA it is estimated that there are 1.29 jobs for every housing unit, which decreased slightly from 2000 as housing growth occurred faster than job growth. Areas such as the Southwest Mesa, Los Ranchos de Albuquerque, Corrales and Rio Rancho have lower jobs to housing ratios than the AMPA average, and areas such as Northeast Albuquerque and Los Lunas have higher than average jobs-housing unit ratios. While commuters in the region already know that the Rio Grande serves as a natural barrier between residences and jobs, the magnitude of this problem is reflected in the jobs-housing ratio, which on the east side is triple that of the west side. Areas that saw a noticeable drop in their jobs-housing ratios over the four year period most likely experienced job loss, or job growth that did not keep pace with housing growth over the same time period.

C. The Economy

The economy of an area is linked to transportation decisions in many ways. For one, healthy job growth may be indicative of growing wealth in an area and could mean more resources for funding transportation projects, particularly privately-funded projects. Also, early identification of new or growing employment areas aids in the ability to plan ahead for areas that will likely require future transportation investments. Looking at the region on a system-wide level as it pertains to connections between employment, housing and transportation accessibility is the key towards achieving efficiency and equity in the distribution of transportation dollars.

1. Employment by Sector

While housing in the AMPA increased by about 9% over the past four years, job growth has increased by about 2.6% during the same time period. This

1 "Jobs – Housing Balance", Jerry Weitz. Planning Advisory Service Report Number 516, *American Planning Association*. Pg. 4.

translates to a net increase of about 10,000 jobs in the AMPA between 2000 and 2004. Although job creation has lagged behind housing growth, the AMPA has fared well on a national scale; while much of the country faced recession and job loss in the early part of the decade, job growth in the AMPA remained slow but steady.

There were an estimated 379,443 jobs in the AMPA in 2004. Table 2-5 shows the largest employment sector was Services, followed by Retail and Government. The Services sector includes the Sandia National Laboratories, along with other research and development companies, health care workers, educational jobs, and tourism related employment. Retail employment reflects the AMPA's role as a tourist destination as well as a shopping hub for the region. The Government sector includes the University of New Mexico, Kirtland Air Force Base, and Native American resorts and casinos.

Map 2-4 shows where job growth occurred throughout the region between 2000 and 2004. The map reflects both new jobs as well as existing jobs that moved within the region.

Note: Job growth is shown by dots that are randomly assigned throughout the DASZ in which they belong. Be aware that this may be misleading in large zones where jobs are concentrated in only a portion of the zone. This misrepresentation is particularly obvious in cases such as Kirtland Air Force Base to the southeast, Sandia Casino to the northeast, or the County Jail on the southwest mesa.

The majority of job growth has concentrated along the north 1-25 corridor, as office employment has remained strong and industrial sites have also filled in. Proximity to the interstate and its accessibility to the east and west side combine to make the I-25 corridor a desirable place to locate a business. The west side also attracted a large share of new jobs, particularly along the Coors corridor. Several call centers have moved to the west side, and population-serving retail employment such as shopping and restaurants have followed rooftops.

Between 2000 and 2004 there have been some noteworthy additions and losses among AMPA businesses. Losses include the closing of Honeywell, Gateway, Furrs grocery chain, Philips Semiconductors, and the MCI and Quest call centers. Important additions include expansions at Sandia National Laboratories and growth inside Sandia Science and Technology Park, a new Sandia Casino & Hotel, the Route 66 Casino, Sprint and TMobile call centers, and several new Home Depot, Lowes and Walmart stores.

2. Employment Centers

The development and expansion of "employment clusters," or employment that is spatially concentrated, is encouraged by transportation and land use planners for many reasons. One, it helps to cluster common destinations in order to plan for and maximize transportation investments, particularly public transit services. Two, it allows drivers the ability to park once and walk to multiple destinations. Three, locating complementary businesses near one another serves an economic development purpose by optimizing visibility and providing a level of convenience to the consumer.

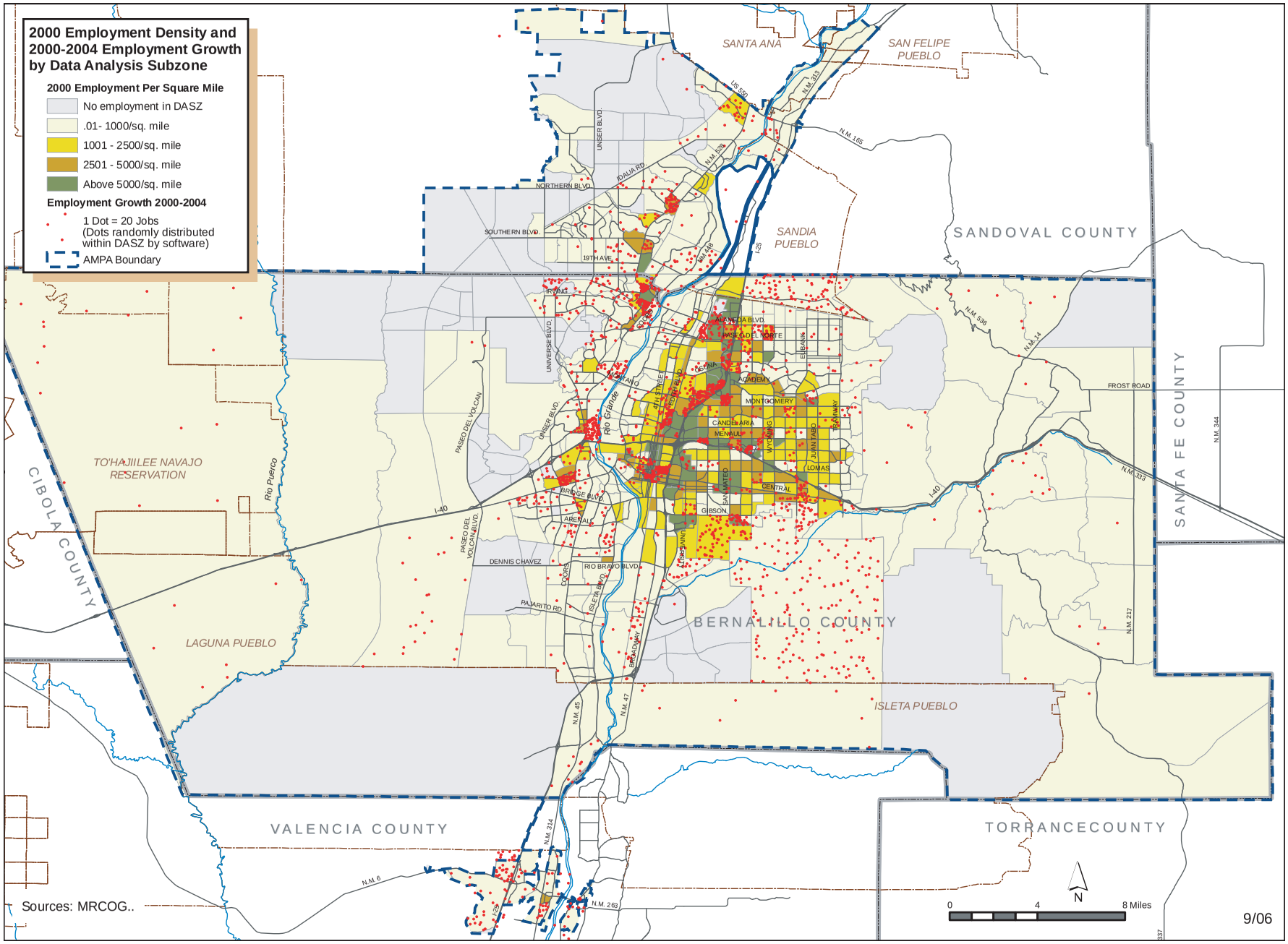
When job density in the AMPA is mapped, nine major employment centers emerge as areas with a high concentration of jobs. These nine centers, defined by contiguous DASZ geography, represent just 5% of the AMPA's area but 45% of the AMPA's employment. Map 2-5 shows these centers , along with a breakdown of number of jobs per center.

Existing Employment Centers

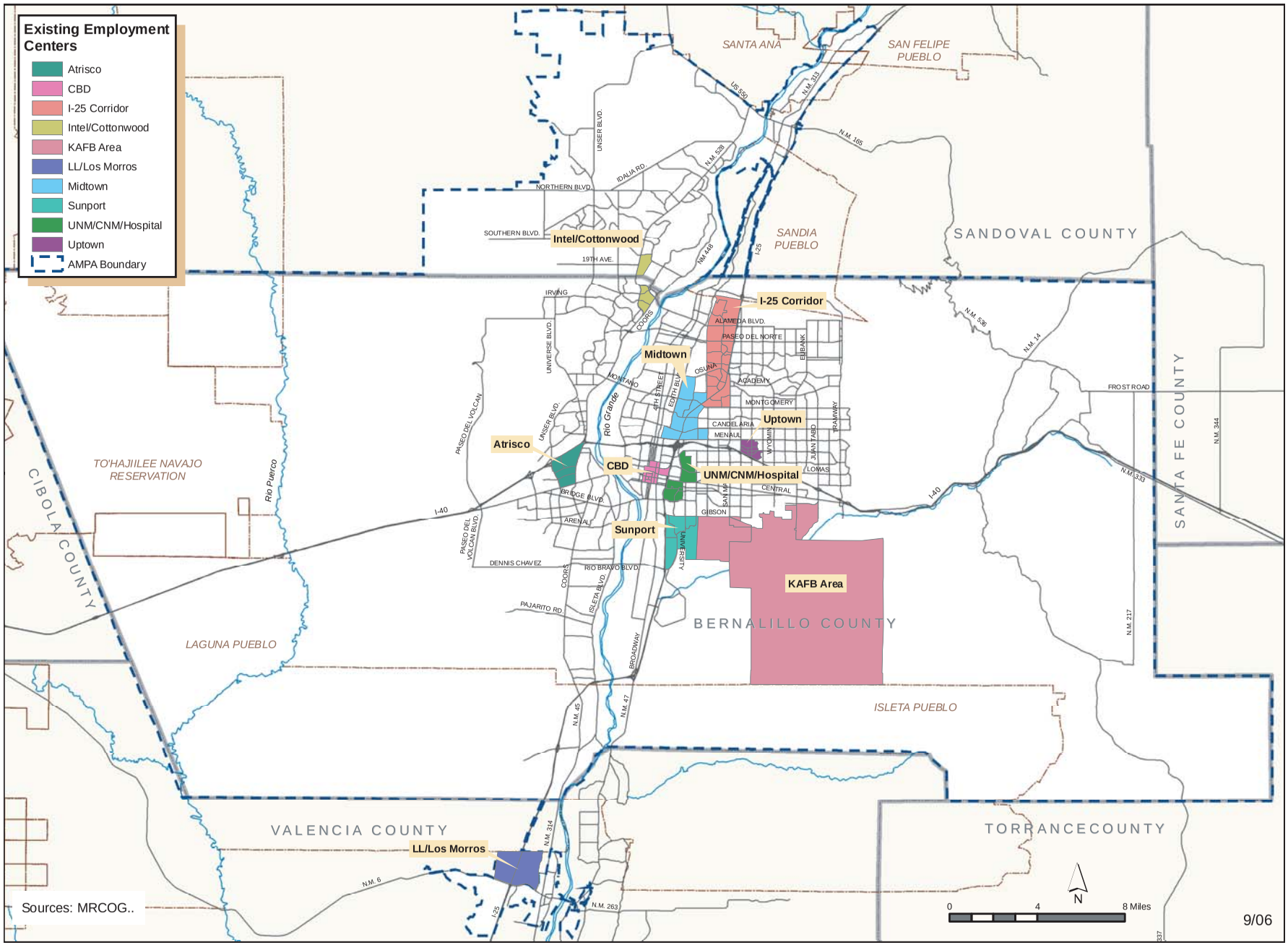
Because the Employment Centers are defined by DASZ geography, caution must be used when looking at the densities. For example, KAFB shows a low employment density, but that is misleading because the DASZ is so large. In actuality, the jobs are mostly concentrated in just a small part of that zone.

With over 28,000 jobs per square mile, Albuquerque's Downtown has the highest concentration of jobs in the AMPA. Uptown and the university/hospital area rank next for highest job densities. In terms of sheer

Map 2-4 ► 2000 Employment Density and 2000 – 2004 Job Growth



Map 2-5 ▶ Employment Centers



numbers, the I-25 Corridor tops the list with the most jobs and at 10% it holds the largest share of the AMPA's overall employment.

Future employment centers that are anticipated to develop as the AMPA grows include the Double Eagle II Airport, the Volcano Heights business area, Los Morros Park in Los Lunas and the new Rio Rancho Town Center.

3. Housing Construction and Sales

Although housing is discussed in the demographics section of this document, the recent housing "boom" experienced across the nation and in the Albuquerque area warrants a revisiting of this subject since it has obvious impacts on the economy. Aided in part by interest rates that dropped to their lowest levels in several decades, the early part of this decade has brought record highs to the metropolitan area in terms housing construction and sales as more people have entered the market by purchasing starter homes, others have upgraded into larger or newer homes, and it is suspected that more still are purchasing second homes or retirement properties. Figure 2-1 illustrates the trends in housing unit permits in the AMPA's three largest municipalities over the past 14 years.

The Albuquerque MSA (Bernalillo, Sandoval, Torrance and Valencia Counties) had an average annual rate of increase in residential permits of 15.7% between 2000 and 2004, six percentage points higher than the national rate of increase. Albuquerque has averaged about 4,600 permits annually for the past four years, and has reported closing on the sale of over 15,000 new and existing homes over the same time, each year more than the previous one. Rio Rancho has seen robust growth in new single family homes, with 1,700 new permits in 2004 which doubled 2002's number of permits and is almost half of permits in 2005. And as of this writing in 2006, Los Lunas has enjoyed a recent rise new home construction, much of it attributable to the construction at Huning Ranch which will eventually hold 6,200 homes,. However several smaller subdivisions have also recently begun construction.

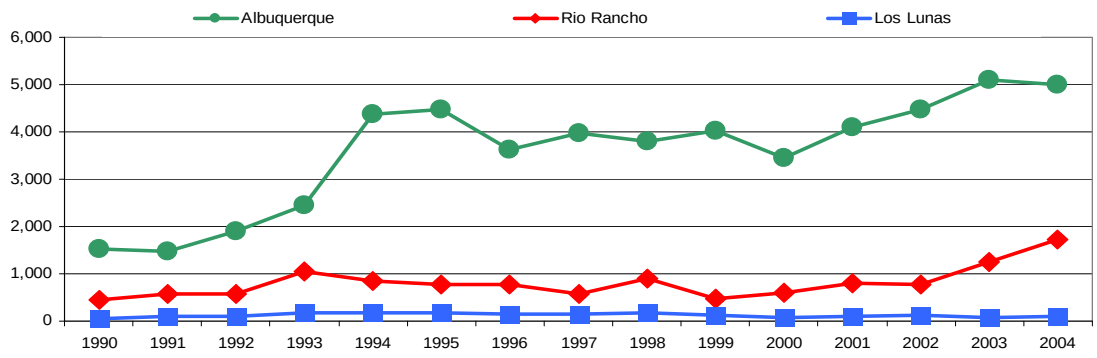
The growth in new housing and rise in existing housing sales has had quite an impact on the economy. Housing prices in the Albuquerque metropolitan area have increased an average of 29% since 2001, according to the National Association of REALTORS, and real estate professionals suspect that is due at least in part to out of state investors who have recently tapped into the comparatively affordable Albuquerque

Table 2-6 ▶ Existing Employment Center Statistics, 2004

Employment Center	DASZ Square Miles	2004 Employment	2004 Jobs per Square Mile	2004 Share of Jobs
KAFB Area	49.2	31,450	639	8.3%
Downtown Abq	0.8	22,308	28,238	5.9%
I-25 Corridor	5.8	38,728	6,724	10.2%
Midtown	3.5	21,770	6,150	5.7%
Uptown	0.6	10,270	17,407	2.7%
UNM/CNM/Hospital	1.5	21,963	14,545	5.8%
Sunport	2.8	7,646	2,770	2.0%
Intel/Cottonwood	1.0	11,938	11,938	3.1%
Atrisco	1.6	4,390	2,832	1.2%
Inside Center	66.7	170,463	2,556	44.9%
Outside Center	1,241.9	208,980	168	55.1%
AMPA	**1,308.6**	**379,443**	**290**	**100.0%**

**MRCOG Employment Centers are defined by DASZ geography and therefore total employment numbers or areas may not match those found in other agencies publications for the same center.*

Figure 2-1 ▶ Residential Building Permits, 1990 - 2004



market. Several larger Master Planned areas, including Mesa Del Sol in southeast Albuquerque, have begun to move forward and are breaking ground as builders and investors have greater confidence in the viability of the metropolitan area's market. All of this activity has had a positive impact on construction jobs, which have enjoyed a steady gain over the past several years.

Many speculate that this trend will continue to hold strong in the greater Albuquerque area as baby boomers begin to retire and "follow the sun" towards second-homes and retirement homes, and as markets such as Las Vegas and Phoenix become more expensive and land more scarce. However others caution against projections that it will continue, as the housing market has traditionally been cyclical, rising and then leveling off to a pace that is more sustainable given available resources and consumer demand. The Bureau of Business and Economic Research (BBER) predicts the future slowing of housing construction in their March-April 2006 New Mexico Business Current Economic Report, and their long term population projections show a leveling off in terms of pace of growth in the 4-County region. Since MRCOG uses BBER population projections as County controls for the DASZ socioeconomic forecasts, the MRCOG forecast also reflects a steadying growth rate.

D. Commuting

Commuting trips are of specific interest to transportation planners because they generally dominate peak hour times, occur regularly, and are longer than other kinds of trips. Therefore, an understanding of the characteristics of work trips, including origins and destinations and the locations of recurring congestion allows planners the ability to implement strategies that aim to mitigate some of this congestion.

1. Origins and Destinations

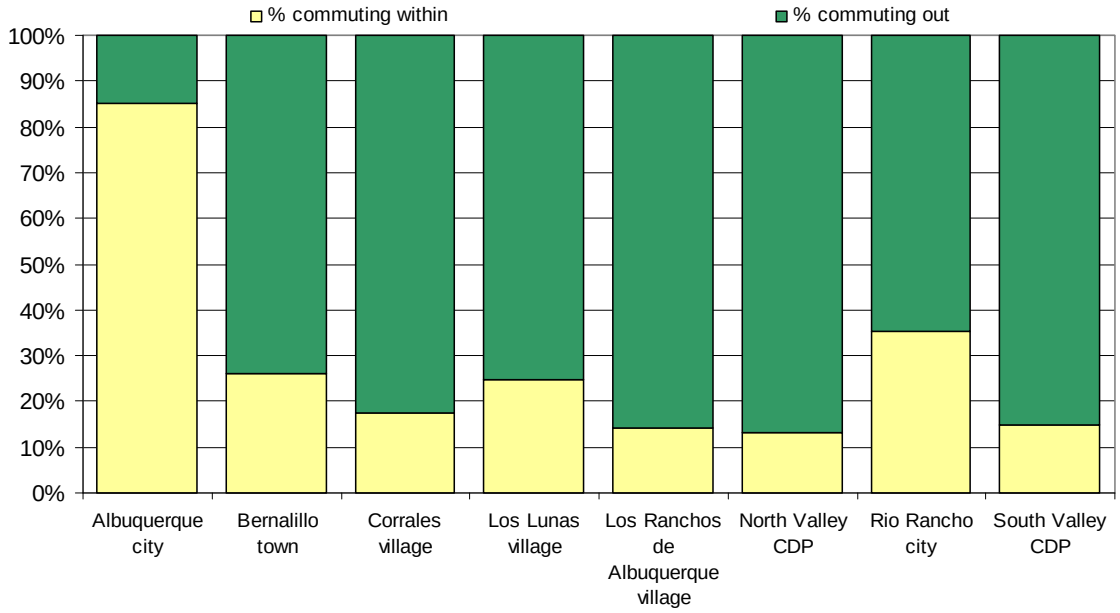
Table 2.7 shows Census Transportation Planning Package (CTPP) data from 2000 regarding work trips that occurred between municipalities and other Census designated places in the AMPA.[2]
The furthest column on the right sums the employed residents by place of residence by row, and the bottom row of the matrix sums the total workers by place of work. So for example, the Census estimates that the City of Albuquerque has 253,262 people working there on an average day, and a total of 215,172 employed residents who live there. This tells us that Albuquerque has more employment than employed residents, which is to be expected as we know that Albuquerque serves as an employment hub for the region into which many working residents commute.

2 The CTPP presents place of work origin and destination data for all places with a resident population of 2,500 or more.

Table 2-7 ▶ Commuter Flows for Work Trips by Place, 2000

Place of Work / Place of Residence	Albuquerque	Los Ranchos de Albuquerque	North Valley	South Valley	Rio Rancho	Bernalillo	Corrales	Los Lunas	Other NM	Employed Residents
Albuquerque	183,455	930	3,250	2,660	6,475	430	380	520	17,072	215,172
Los Ranchos de Albuquerque	1,670	360	130	15	75	40	10	-	212	2,512
North Valley	3,815	90	715	75	135	10	10	-	508	5,358
South Valley	10,420	95	380	2,175	200	30	15	90	1,234	14,639
Rio Rancho	12,265	50	410	195	8,645	415	135	45	2,231	24,391
Bernalillo	1,174	10	85	10	320	705	25	4	355	2,688
Corrales	1,965	30	105	30	595	50	640	-	267	3,682
Los Lunas	1,785	-	110	90	70	-	-	1,090	1,256	4,401
Other NM	36,713	169	1,145	1,299	1,731	607	104	2,773	17,068	61,609
Total Workers	**253,262**	**1,734**	**6,330**	**6,549**	**18,246**	**2,287**	**1,319**	**4,522**	**103,262**	**397,511**

Figure 2-2 ▶ Place of Work, 2000



By looking down the column we see that over 12,000 employed residents from Rio Rancho and 10,000 from the South Valley work in Albuquerque.

Figure 2-2 shows the percentage of working residents in each place in the AMPA who work within their place of residence, and the percentage who commute outside of it. It emphasizes the large percentage of commuting trips that flow outside of places in the AMPA with the exception of Albuquerque, which exports about 15%, or 31,000 members of its workforce.

2. Mode Choice and Travel Times

Mode choice has to do with personal preference as well as the mobility choices that are available to commuters. For example, public transportation use is higher in Albuquerque than other areas because it is

more widely available. Preliminary Commuter Rail ridership figures, which began service several months before the writing of this MTP, appear to strongly support the idea of the existence of untapped markets and the public's willingness to change their mode of travel given more choices.

Table 2-8 shows 2000 CTPP figures regarding average travel time and mode split for AMPA work commutes by municipality and Census designated place.[3]

In the previous section it was established that Albuquerque is the destination for the majority of AMPA work commutes. Therefore it stands to reason that the average travel time for Albuquerque commuters is shorter than its surrounding areas, and the further out one goes, the longer the commute time.

In terms of mode split, we see that Tijeras residents are least likely to drive alone and most likely to carpool, Rio Rancho commuters are most likely to drive alone, Albuquerque has the highest transit ridership (again, reflecting its lack of availability in surrounding areas) and also the highest bicycle mode share, and the Town of Bernalillo has the highest percentage of walk to work commuters. In addition, Los Ranchos de Albuquerque and Corrales have the highest percentage of employed residents who work at home, which represent nearly 10% of their working population.

The New Mexico Rail Runner Express commuter train at the Alvarado Transportation Center in Downtown Albuquerque

E. Projected Regional Growth

A long range regional transportation plan identifies where and when transportation projects will be implemented in the next 20 years, how much they will cost, and where the funds will come from. Before the "where" and "when" portions of the Plan can be identified, it is critical to understand where the need will be. This is determined through the development of population, employment, and land use projections.

Table 2-8 ▶ Means of Transportation and Travel Time by Place, 2000

	Mean Travel Time	Drove alone	Carpooled	Public Transportation	Bicycle	Walked	Other means/ Worked at Home	Total
Albuquerque	19.7	77.7%	12.5%	1.7%	1.1%	2.7%	4.3%	100.0%
Bernalillo	21.2	78.7%	12.9%	0.0%	0.1%	3.2%	5.0%	100.0%
Corrales	23.6	80.3%	7.0%	0.4%	0.2%	2.6%	9.5%	100.0%
Los Lunas	25.3	78.6%	15.4%	0.0%	0.0%	2.8%	3.2%	100.0%
Los Ranchos de Albuquerque	18.9	81.4%	6.5%	0.8%	0.0%	1.6%	9.8%	100.0%
North Valley	20.5	76.1%	15.7%	0.1%	0.1%	2.8%	5.2%	100.0%
Rio Rancho	26.8	84.4%	10.5%	0.5%	0.2%	0.4%	3.9%	100.0%
South Valley	23.3	74.6%	18.8%	1.0%	0.0%	1.2%	4.3%	100.0%

3 CTPP data is available by County and Place. Places must have a population of over 2,500, and therefore includes all AMPA municipalities and several smaller "Census Designated Places" (CDP). CDPs are delineated to provide Census data for concentrations of people that are identifiable by name but are not within an incorporated place.

Socioeconomic projections are developed specifically for each MTP by using the most current demographic, land use, and employment data available. County population forecasts for 2030 are developed by the University of New Mexico's Bureau of Business and Economic Research (BBER) and serve as the basis for the population forecasts in this Plan. Employment forecasts for the region are also developed by BBER, but they are shorter term forecasts and are supplemented by long range forecasting performed by MRCOG using a Regional Economic Model (REMI). These large area population and employment forecasts are then disaggregated to smaller areas of geography using the Land Use Allocation Model (LAM), a model developed specifically for the Middle Rio Grande Region and based on local and regional policies and trends.

The forecast data presented in this section is from a draft 2030 forecast. This draft served as the basis for the development of the 2030 MTP network, which in turn served as the basis for a final socio-economic dataset. This iterative process is critical in order to maintain a feedback loop between land use and transportation. Since the socioeconomic dataset could not be finalized until the network was finalized, the completion of the socioeconomic dataset occurred following the approval of this document. It can be accessed in MRCOG document #S-07-01 in "2030 Socioeconomic Forecasts by Data Analysis Subzones".

Population

The AMPA population is expected to grow by about 260,000 persons by 2030, an increase of 38%. This is slower than the anticipated regional growth, with surrounding counties projected to continue growing slightly faster than the immediate metropolitan Albuquerque area. The difference is minimal however, as the AMPA will continue to house the vast majority of the regional population (84.5%) in 2030.
Other demographic trends that are anticipated to occur are:

Table 2-9 ▶ Regional and AMPA Population, 2004 and 2030

	MRCOG Region	AMPA	AMPA Share
2004	802,110	691,758	86.2%
2030	1,129,472	954,905	84.5%
% Growth	40.8%	38.0%	

- Declining household sizes from 2.53 to 2.41
- A more racially and ethnically diverse population
- An aging population with significant growth in retirees and seniors

Maps 2-6 and 2-7 illustrate population density in 2030 and change in population between 2004 and 2030. When considered together, it is apparent that although Albuquerque's north and southeast heights continue to hold the highest population densities, they are expected to experience some population loss, primarily due to declining household sizes coupled with limited opportunities for new development. Albuquerque's far northwest, far northeast, and southwest areas are expected to capture a significant portion of new growth. And although Albuquerque continues to act as a residential core, northern Rio Rancho and Los Lunas will attract a share of new growth as well.

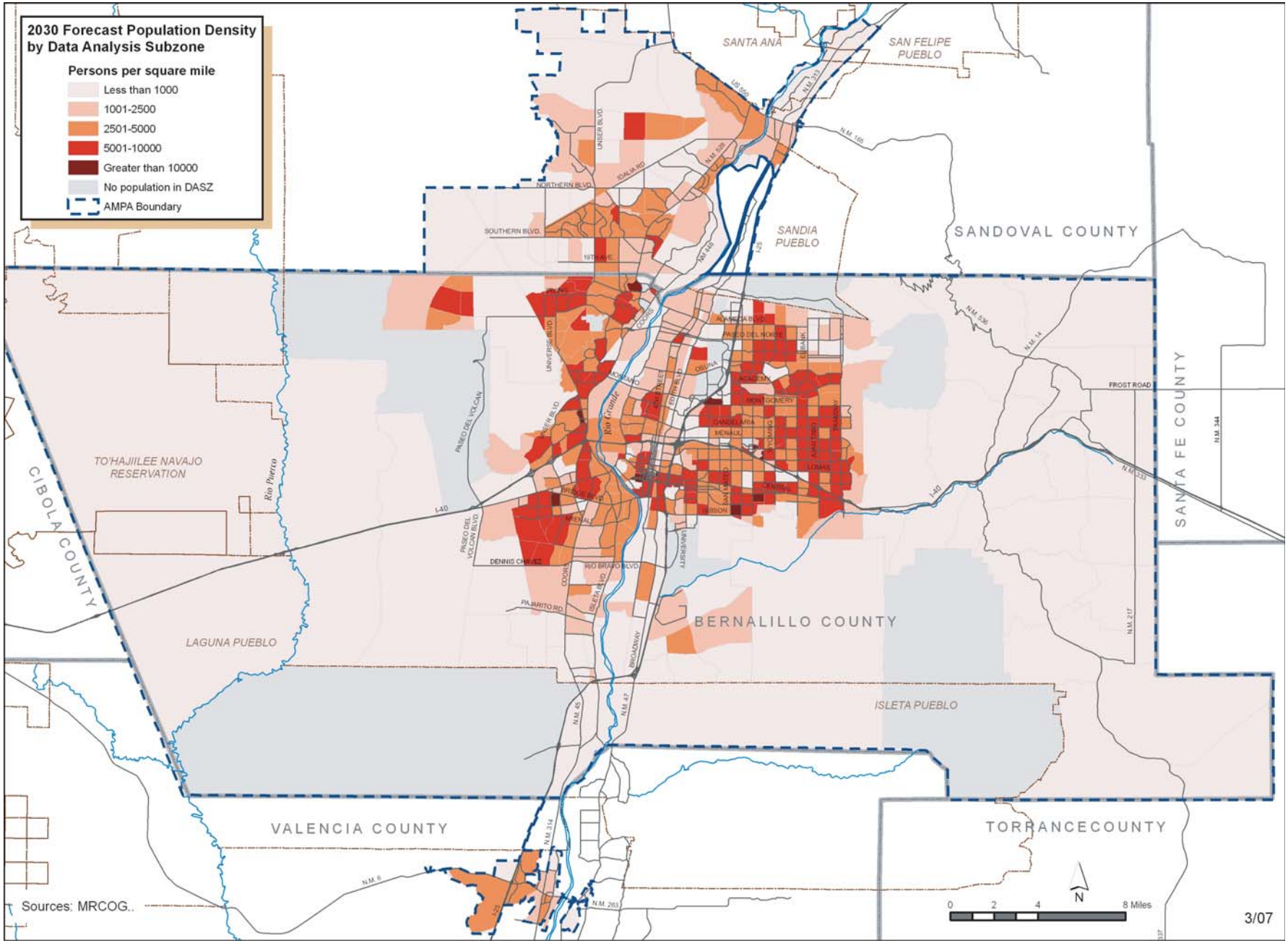
Employment

Employment in the region and the metropolitan area is projected to increase at a healthy rate over the next 26 years, by 39% in the region and 37% in the AMPA. The AMPA will continue to attract the majority of employment with a growth of over 130,000 jobs -- 90% of all new jobs in the region.

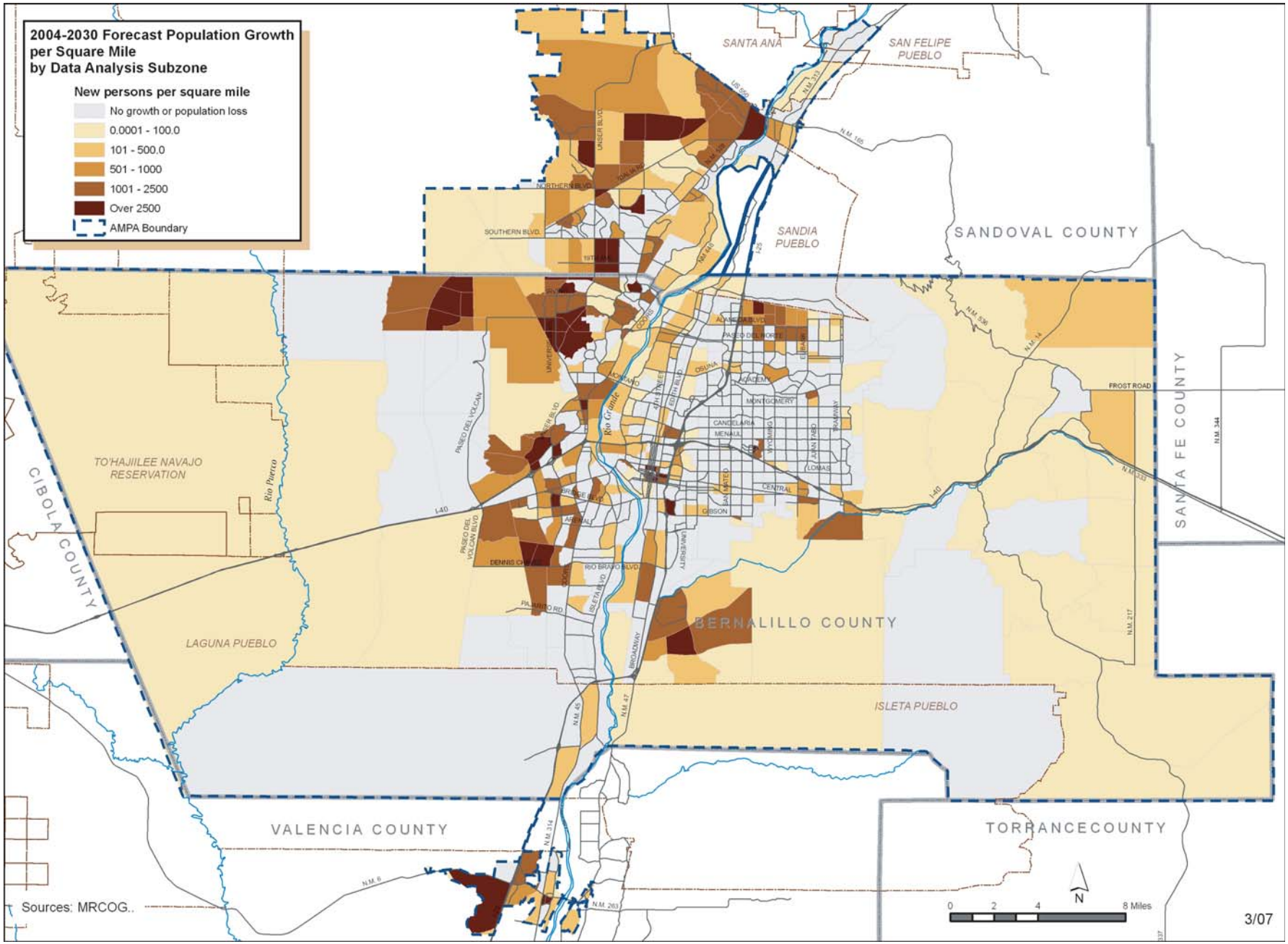
Table 2-10 ▶ Regional and AMPA Employment, 2004 and 2030

	MRCOG Region	AMPA	AMPA Share
2004	401,639	379,443	94.5%
2030	559,860	521,526	93.2%
% Growth	39.4%	37.4%	

Map 2-6 ► Draft Population Density 2030



Map 2-7 ▶ Draft Population Growth 2004-2030



Maps 2-8 and 2-9 show the forecast employment density in 2030 and where new jobs are anticipated to occur between 2004 and 2030. The highest concentration of employment will continue to surround the northern I-25 corridor, with other clusters in Downtown Albuquerque, Uptown Albuquerque, Sunport, and scattered pockets on the west side and in Rio Rancho. Areas that will attract many of the new jobs will be the existing job centers such as the northern I-25 corridor, the Sandia Science and Technology Park, the Atrisco business park and the Los Morros business park in Los Lunas. Future employment centers include the Westland Town Center, Eclipse and Volcano Heights areas, Rio Rancho's City Center, and Mesa del Sol's employment center.

Land Use

As the AMPA continues to attract people and jobs over the next 26 years it will see an increase of nearly 52,000 acres dedicated to residential, employment, and public uses. Over 80% of newly developed land will be new residential. At the same time, vacant and rangeland will decrease by approximately 11%. While the majority of new development will occur on vacant or rangeland, some will occur on unpreserved agricultural lands, which are anticipated to decline in area. In addition, some new growth will occur on blighted or underdeveloped parcels as redevelopment projects will continue to emerge throughout older parts of the AMPA.

Off-Model Forecasts

Kirtland Air Force Base (KAFB) and the region's Pueblo lands were forecast as a separate process from the population and employment allocated by the LAM model. This was done for several reasons. First, the land use data was not available for these areas and therefore a 2004 baseline could not be developed and used to forecast forward. In addition, specific growth plans were not available to MRCOG for these areas. KAFB and tribal leaders were contacted, and KAFB, the Pueblo of Sandia, the Pueblo of Isleta, the Pueblo of Santa Ana and the Pueblo of Laguna participated to varying degrees in this process.

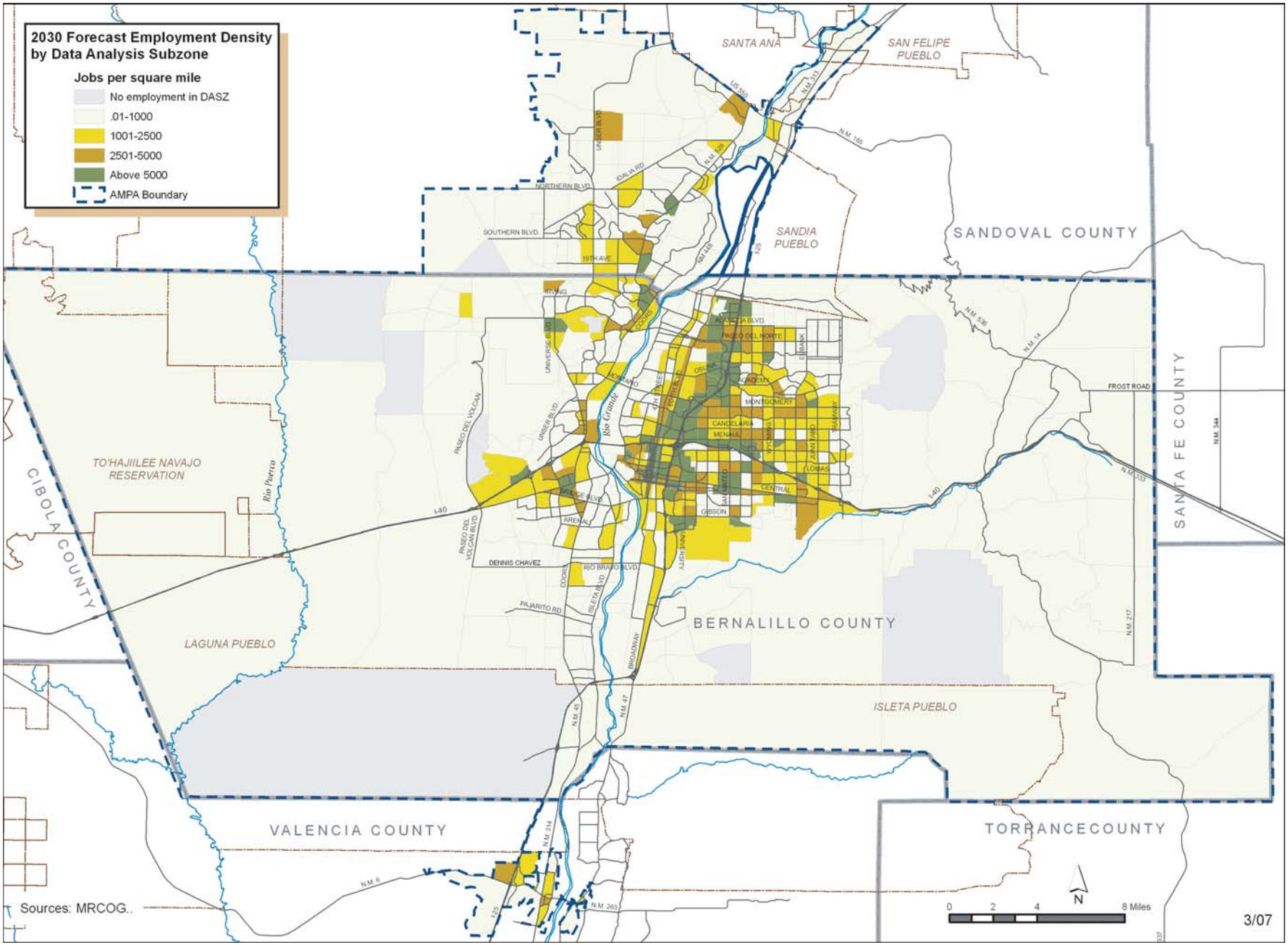
DASZ forecast datasets include projections for KAFB and Pueblo lands that were performed "off-model", or manually. However the forecast land use maps will show these areas as shaded due to lack of specific information regarding the location of new development. The exception is the Pueblo of Sandia. Based on communication with Pueblo of Sandia staff and tribal leadership, anticipated population and employment growth for the Pueblo of Sandia's trust land is reflected in all MRCOG 2030 forecast land use maps.

Table 2-11 ▶ Land Use Changes, 2004 and 2030

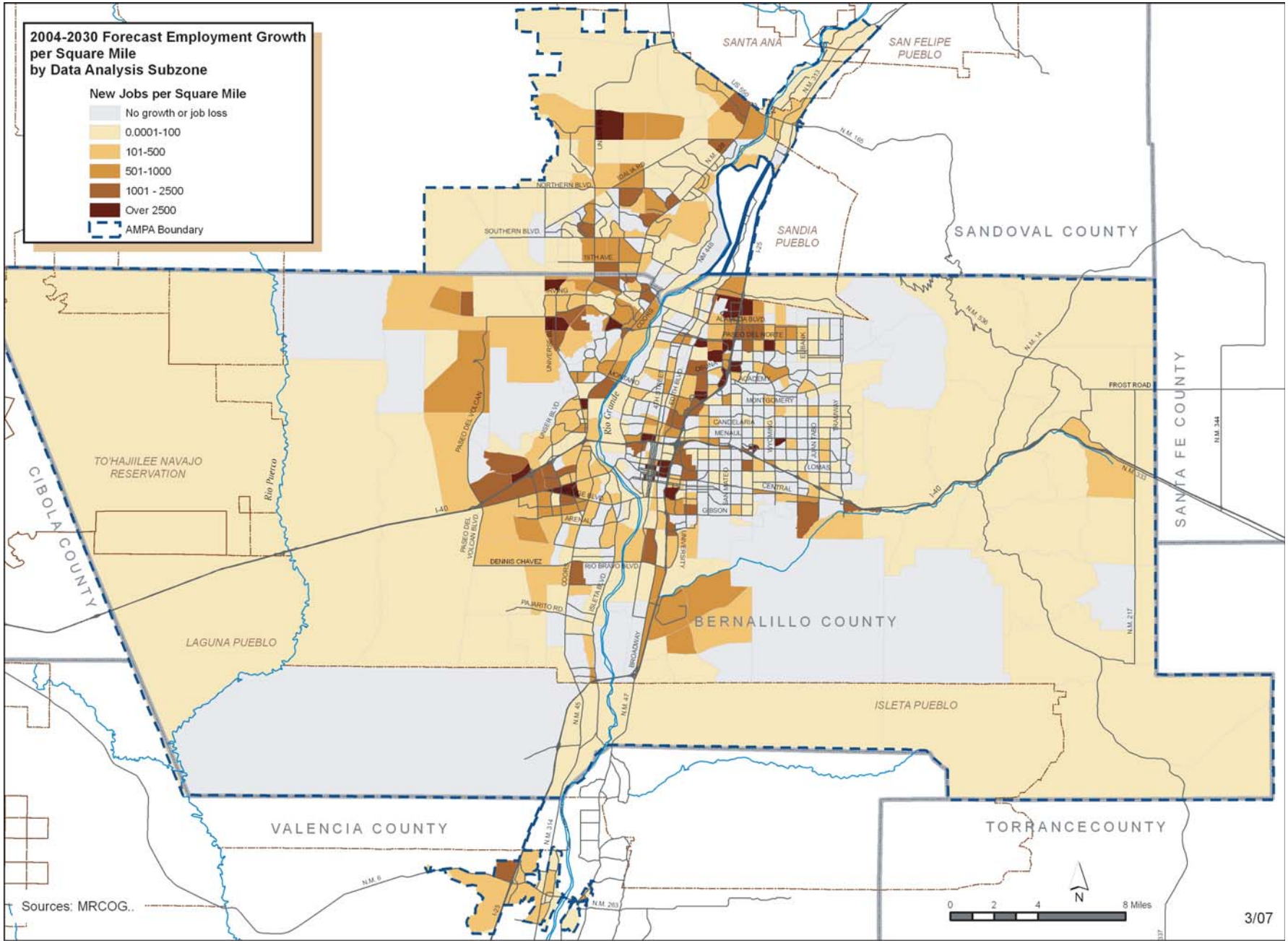
	Acres in 2004	Acres in 2030	Percent Change
Residential	90,372	132,429	46.5%
Commercial/Office/Industrial	17,646	25,137	42.5%
Institutional/Schools/Public Use	6,823	8,902	30.5%
Vacant/Rangeland	536,829	477,161	-11.1%

**Public Uses include cemeteries, fire and police stations, community centers, libraries, churches, museums, and other public assembly facilities.*

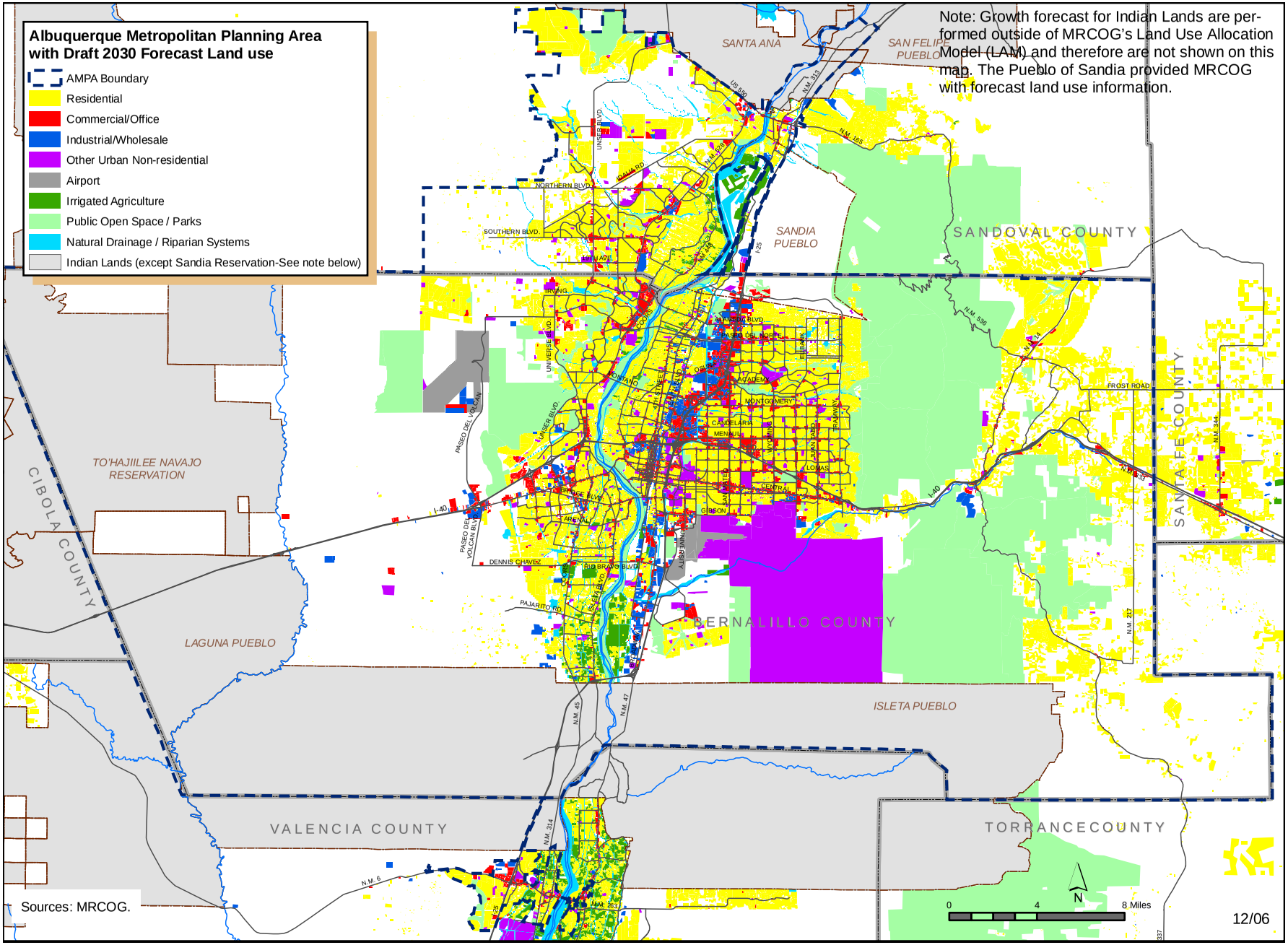
Map 2-8 ► Draft Employment Density 2030



Map 2-9 ► Draft Employment Growth 2004-2030



Map 2-10 ▶ Draft Land Use Forecast 2030



F. Existing Plans

It is important to be aware of a region's existing plans when developing a new one, like this MTP. Consistency between plans is good planning practice and imperative if plans are to be implemented. The AMPA's main planning documents are summarized below.

Long Range System Maps

A legacy document and set of systems maps known as the Future Albuquerque Area Bikeways and Streets (FAABS) provided a "full build out" perspective that was to guide development of the MTP. In theory, the FAABS and its systems maps were to reflect regional consensus regarding how the area will look in the long-term time frame. In practice, this "look" was based on little or no socioeconomic, land use, market, environmental or any other planning factors and analyses. In light of this, the FAABS is not a reasonable foundation or framework for developing an MTP, does not comply with federal planning regulations, and does not conform with air quality plans. Unconstrained or ultimate build out for roadway, transit and bikeway facilities instead has been conducted as part of the MTP development and based on all the rigorous planning factors inherent in the planning process, including some capability to understand future land uses.

Long range system maps will now be developed with and included in the MTP itself. The FAABS will no longer be maintained as a separate document or set of maps. Functional classification and Limited Access Policies are maintained as separate policy documents by the MPO. Given professional planning and engineering practice over the past fifteen years or so, it also seems appropriate to leave design and right-of-way details to Context Sensitive Solutions and other specific land use considerations appropriate to a facility. Therefore, right-of-way requirements based on functional classification are no longer mandated by the FAABS and the MPO.

State of New Mexico Plans

In the development of this MTP, major State of New Mexico plans were considered and, as appropriate, incorporated into the goals, policies, plans and programs for the AMPA. The plans are

- The New Mexico Department of Transportation's (NMDOT) Long Range Multi-Modal Transportation Plan
- The NMDOT's Comprehensive Transportation Safety Plan
- The State Implementation Plan (SIP) Revision: Limited Maintenance Plan for Carbon Monoxide; Albuquerque/Bernalillo County, New Mexico, Years 2006-2016
- New Mexico Administrative Code (NMAC), Title 20, Chapter 11, Part 3 (20.11.3), Transportation Conformity

Additionally, the New Mexico Office of Homeland Security goals and objectives were considered in this MTP's development, as reflected in the Transportation Security element of this plan.

Regional Economic Development Plan

The 2005 Comprehensive Economic Development Strategy (CEDS) for New Mexico State Planning and Development District 3 was considered in the development of this MTP. The purpose of a District CEDS document is to encourage coordinated economic growth throughout the region. The CEDS document was developed with wide-spread input and support from residents, economic development specialists and elected officials throughout State Planning and Development District 3. As a designated Economic Development District, the MRCOG is responsible for preparing and adopting a CEDS document at least every five years. The MRCOG provides the organizational structure for the formulation of the CEDS and serves as a regional coordinating body to bring players together to assure implementation of the recommendations.

Major regional goals and strategies for economic development identified in the 2005 CEDS are as diverse as the region's topography. They serve to outline and synthesize certain economic development

efforts that have energy and momentum. The community identified seven focus areas:

1. Agriculture and Environment (Alternative Energy)
2. Aviation and Space Exploration
3. Entrepreneurship and Access to Capital
4. Film and Artisan Manufacturing
5. Infrastructure and Multimodal Transportation Improvements
6. Technology and Biosciences
7. Workforce and Education Investments

Infrastructure and multimodal transportation improvements are critical for economic development and, as a focus area, figure prominently in the 2030 MTP. One of the premier projects in the focus area is the New Mexico Rail Runner Express, the state's first commuter rail service. Other infrastructure issues include planning for other capital improvements, multimodal transportation, and community development.

Middle Rio Grande Regional Water Plan

The Middle Rio Grande Regional Water Plan is the repository for regional water planning data and decisions to date, as gathered, discussed, analyzed, and proposed through numerous open planning sessions and public meetings. Given that New Mexico is a land of limited water and growing population, water planning is critical to the future of the region and will likely affect transportation infrastructure decisions, such as those in this MTP.

County and Municipal General Comprehensive Plans

All of the county and municipal governments that are partly or wholly contained within the AMPA have comprehensive plans as provided for under New Mexico state statute. Comprehensive plans are not mandatory under New Mexico law, but they are of critical importance since New Mexico law requires that zoning and subdivision ordinances must be consistent with any existing municipal or county general, comprehensive or master plan. The state statute specifies that the content of the general or comprehensive plan must include at least the following: "the general location, character, and extent of streets, bridges, viaducts and parkways … : and "the general location, character, and extent of community centers and neighborhood units and the re-planning of blighted districts and slum areas … " Local planning commissions have the responsibility to enforce comprehensive plans.

Area and Sector Development Plans

Secondary to County and Municipal Comprehensive plans are Area Plans and community specific Sector Development Plans. These plans comply with the general plan and then go a step further to address specific areas and their unique circumstances and vision. They outline existing conditions in terms of Land Use, Infrastructure, and the Environment and provide guidelines for future development. Often times these documents are designed with the goal of planning for growth while preserving a community's character. Once adopted by local planning commissions these plans become policy documents.

Capital Improvement Plans

A Capital Improvement Plan (CIP) is the financial mechanism that promotes the goals and objectives of a jurisdiction, just like the MTP is the funding mechanism that supports the transportation goals of a region. The CIP serves as a commitment from local governments for specific capital improvements to be funded in the upcoming years. Capital spending, in general, includes facilities design and construction and equipment purchases as they relate to physical and cultural development. The primary source of funds comes from General Obligation Bonds.

Major Transportation Studies

The Metropolitan Planning Organization (MPO) staff reviews local development proposals for consistency with current transportation plans and policies. The staff also participates in and provides technical support to various transportation study teams regarding transportation projects, corridor studies, or other transportation studies. The current list of studies anticipated to occur within the AMPA is located in the Transportation Studies list (see Appendix D).

County and Municipal Housing Plans and Goals

In the development of this MTP, consultation was made with the Region III Housing Authority of New Mexico, Inc, plans and programs. The Housing Authority is a New Mexico non-profit corporation and 501(c)(3) organization formed pursuant to the New Mexico Housing Law. The purpose of the Region III Housing Authority is to provide decent, safe and sanitary dwellings, apartments, single-family housing or other living accommodations for persons and families of low and moderate income in the counties of Bernalillo, Sandoval, Torrance and Valencia. In 2003, the Region III Housing Authority efforts resulted in 1,729 affordable housing units in the four-county area. The 2030 MTP land use and socio-economic information reflects the affordable housing units and considers program research development and planning efforts of the Authority in the AMPA.

Natural Resource Plans and Issues

MPOs and States must consult "as appropriate" with "State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation" in developing long-range transportation plans. Agencies contacted and participating in the development of this plan included the U. S. Forest Service, the U. S. Bureau of Land Management, the U. S. National Park Service, the New Mexico Department of Game and Fish, the New Mexico State Historic Preservation Office, New Mexico State Parks, as well as local county and municipal parks, recreation and open space departments.

New Mexico Department of Game and Fish – Comprehensive Wildlife Conservation Strategy

Most of the AMPA falls within the Arizona-New Mexico Mountains Ecoregion. A small area in the vicinity of the Sandia Mountains is classified as “Rocky Mountain Montane Mixed Conifer Forest and Woodland,” a key terrestrial habitat. Numerous species, especially birds, mammals and mollusks, are classified by the New Mexico Game and Fish Department as “species of greatest conservation need” or SGCN.

Most of the AMPA also falls within the Rio Grande Watershed. The Rio Grande itself is classified as a 5th order stream that contains many SGCN, primarily fish and birds. The bridge crossing project proposed by the Village of Los Lunas at Morris Road will have to address the impacts of the project on this critical aquatic habitat.

Transportation Challenges

3

Understanding the past and present helps us plan for the future. The previous section presented the societal and geographic trends that generate the travel demand that the transportation system is intended to serve. This section is intended to provide a summary of the current and near term transportation system from a multi modal perspective such that we can identify future needs necessary to promote a sustainable transportation future for the AMPA region.

A. Past and Near-term Transportation System

In an effort to keep pace with a growing population, the AMPA's roadway system has expanded steadily in the second half of the 20th century. Roadway analysis tools at MRCOG consist of traffic and transportation data collection, travel forecasting using sophisticated models, GIS analysis tools that integrate spatial elements with travel statistics, among others. Data from the Traffic Surveillance Program which consists of system traffic monitoring statistics going back over 15 years is used to monitor historic trends in roadway travel. Travel forecasting models are used along with forecasted socioeconomic data to predict travel demand for future scenarios. GIS based analysis tools are used to expand the realm of travel analysis to integrate modes of travel and to identify opportunities for accommodating and expanding travel options for the traveling public.

B. Traffic Volumes and Vehicle Miles Traveled

Monitoring traffic conditions is one of MRCOG's ongoing responsibilities. All roads classified as collectors or higher in Bernalillo, Valencia, Sandoval, Torrance and southern Santa Fe counties (see Map 1-1 for area) are counted on a three-year cycle. The collected traffic data is used to support transportation planning activities, air quality and congestion analyses, and for transportation project development and design, as well as the publication of annual Traffic Flow Maps for the greater Albuquerque and outlying rural areas. The 2004 Traffic Flow Map for the greater Albuquerque area is included in the appendix .

In addition to traffic data collection, MRCOG maintains a regional travel demand model used to forecast growth and travel demand based on anticipated transportation network and socioeconomic information. These assumptions reflect input from member agencies as developed through their respective local planning efforts as well as through participation in the MPO collaborative planning process.

Key performance measures that are monitored using the Traffic Surveillance Program and the travel demand model include system wide roadway volumes, volumes at specific locations such as at river crossings or the Big I (interchange at I-40 and I-25), vehicle miles of travel (VMT), travel times, travel delay, and volume/capacity ratios. The following tables and maps convey this information in a clear and meaningful manner and provide a snapshot of the region's traffic growth trends.

Figure 3-1 shows that per capita VMT in the AMPA continues to increase over the historical trend, following a dip observed in 2000 following the Big I Reconstruction, a rise in 2003, and the 2004 VMT per capita of 22.2. Over the past 20 years, the overall growth of average per capita VMT continues a general climb, despite interim peaks and valleys, coincidental

Figure 3-1 ▶ Trend in Vehicle Miles Traveled (VMT) Per Capita

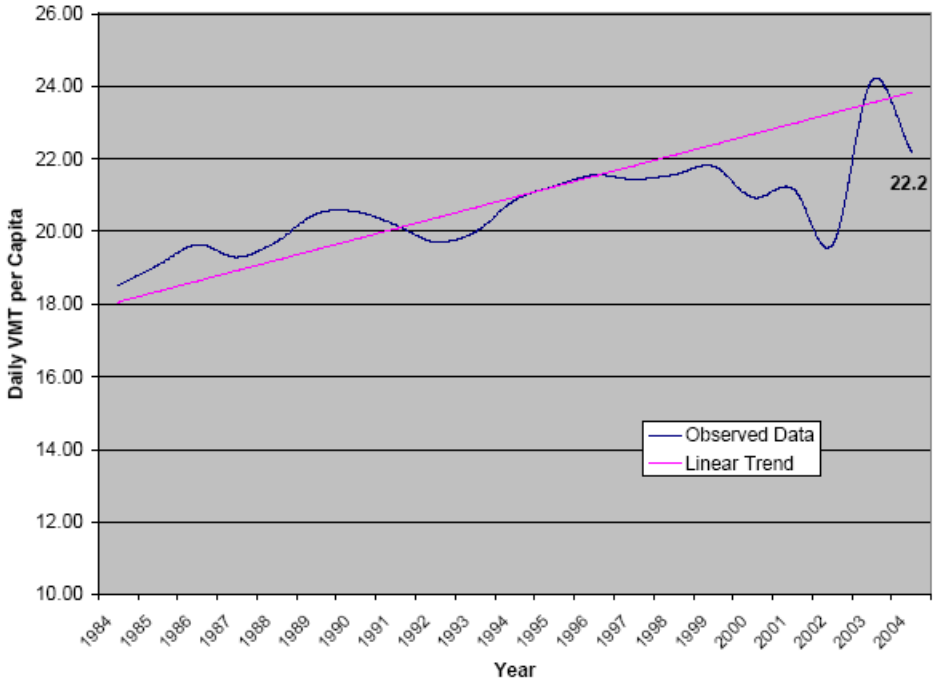
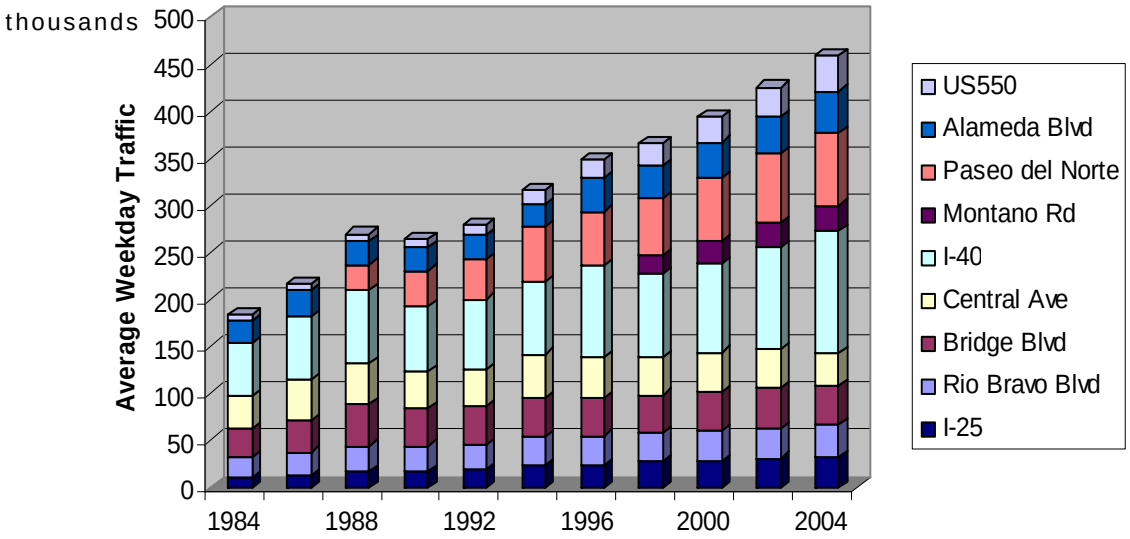


Figure 3-2 ▶ Historical Growth in River Crossing Volumes



with events such as national energy and economic forces, local major construction projects, etc.
As can be seen in Figure 3-2, historical growth in river crossing volumes and demand is steady. This trend is anticipated to continue into the future with Year 2015 river crossing demand anticipated to increase by nearly 30% from the 2004 Base Year condition. Similarly, Big I approach volumes are anticipated to increase over the same timeframe by approximately 15% as shown in Figure 3-3.

The volume of travel demand, as demonstrated through VMT when viewed over time for any given day or peak period of travel has a typical pattern of

Figure 3-3 ▶ Historical Growth at the Big I

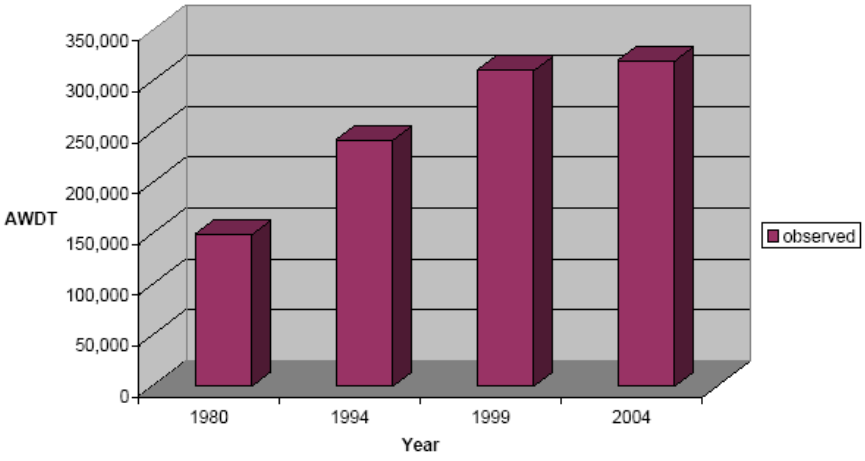


Figure 3-4 ▶ Average Daily Distribution of Roadway Volumes

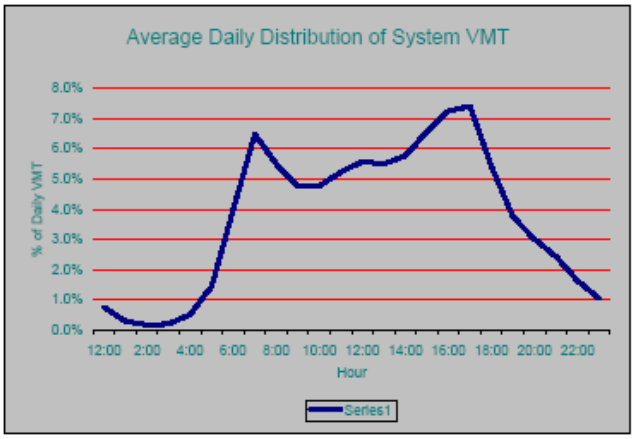
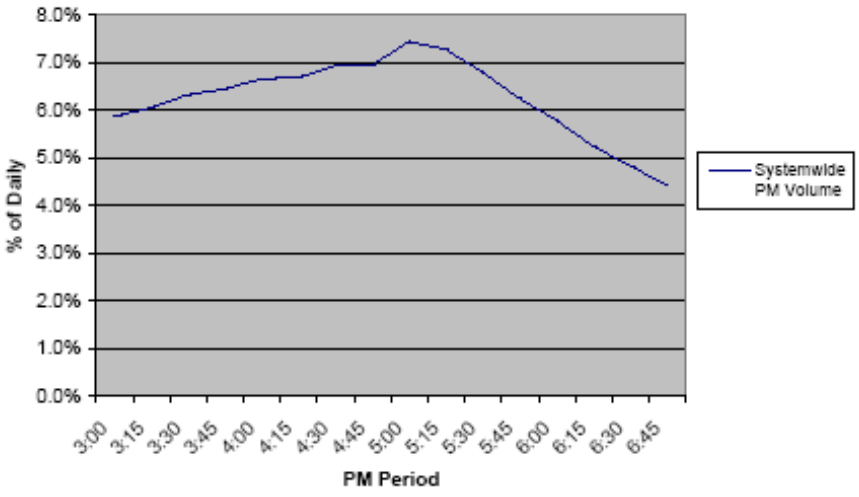


Figure 3-5 ▶ PM Peak Period Distribution of Roadway Volumes, Percentage of Daily



distribution. Daily volumes will show pronounced peaks for the AM and PM periods, with a smaller rise in volumes during the mid day peak or lunchtime (see Figure 3-4). The AM travel period tends to be dominated with work trips, and as such, the distribution is more peaked. PM travel patterns on the other hand include more than just work trips as people perform trips such as shopping, recreation, and other non-work related activities.

Observing this data can reveal the existing and emerging temporal shifts in travel during these time periods where travel demand is highest, which can help to identify opportunities for travel demand management strategies intended to mitigate peak congestion. As can be seen in Figure 3-5, data from the MRCOG Traffic Surveillance Program for the PM period of travel clearly shows a "peak" with volumes tapering off on either side of that peak.

Near term anticipated growth in traffic volumes is evaluated using the MRCOG's travel demand model. A comprehensive breakdown of VMT by roadway type for the 2004 Base Year and anticipated growth from the 2015 committed network is shown in Table 3-1.

The data show that between the current base year of 2004 and the anticipated 2015 scenario, overall VMT is anticipated to increase by approximately 30 percent. In addition, the overall percentage of the scenario VMT under congested conditions is anticipated to increase from just over 4 percent to 9 percent. This translates to an increase in overall congested VMT of over 7% for this interim timeframe.

C. Volume to Capacity Analysis

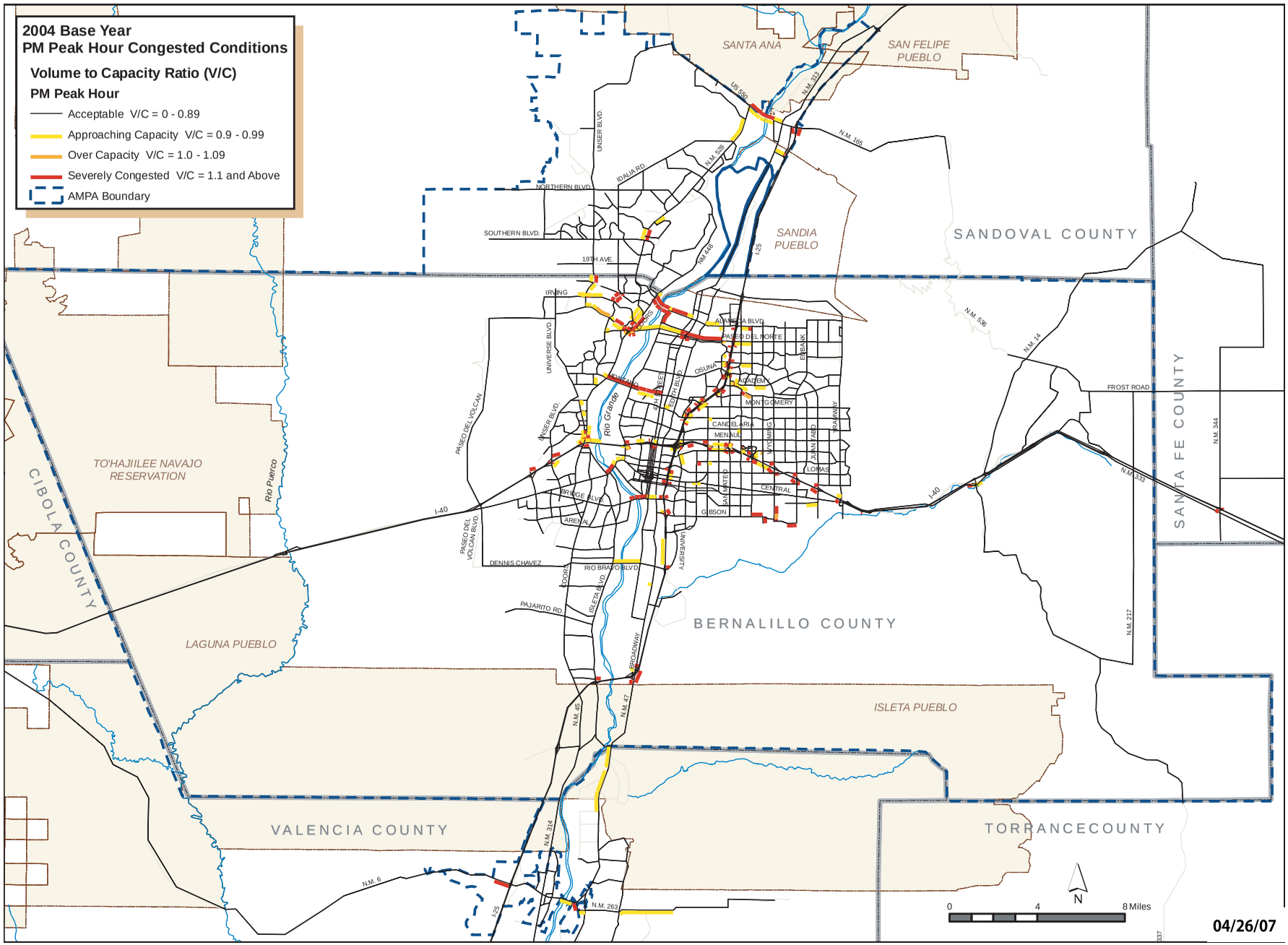
Growth in auto-related travel has been steady within the AMPA, and as such, numerous roadways capacity problems have emerged associated with increases in roadway congestion. The time period for analysis contained in the MTP is the PM Peak Period which includes major travel such as commute trips and other trip types, ie, shopping, etc. Map 3-1 shows the regional transportation network with volume to capacity ratios for the 2004 MTP Base Year condition. The volume to capacity ratio is a measure of the auto volumes for the peak hour, in this case, the PM timeframe, relative to the roadway capacity for that hour and provides an easily discernable measure of auto travel demand relative to the available capacity that the roadway network can provide. Where demand exceeds capacity, congestion ensues and the operations of the network degenerate resulting in reduced mobility and increased delay. Roadway segments depicted in grey show segments that are at acceptable levels of operational capacity. Those shown in red, maroon, and black, however indicate road segments that are approaching capacity, are over capacity, or are severely congested.

Map 3-1 clearly shows key areas of roadway congestion including river crossings, portions of the freeway system, corridors connecting areas of significant (residential) growth, as well as areas with limited roadway infrastructure such as portions of the West Side. The same analysis is performed on the 2015 Scenario, which represents the "committed" roadway network which includes near term projects already included in the TIP and MTP and is shown in Map 3-2. It is interesting to note that very similar patterns of roadway congestion exist between the two growth scenarios; however, one major difference is with increased severity and geographic extent of congestion. Another interesting observation is that key corridors such as the river crossings, the north/south connection at the southern portion of the AMPA along the Bernalillo/Valencia County and Isleta Indian Reservation boundary emerge with severely congested auto travel conditions despite "committed" roadway expansions projects assumed in the 2015 network. It is evident that the commuting travel behavior and travel patterns associated with the anticipated growth discussed earlier in this document present a daunting challenge to future mobility; the reliance on the provision of expanded roadway capacity simply does not keep up with anticipated socioeconomic growth.

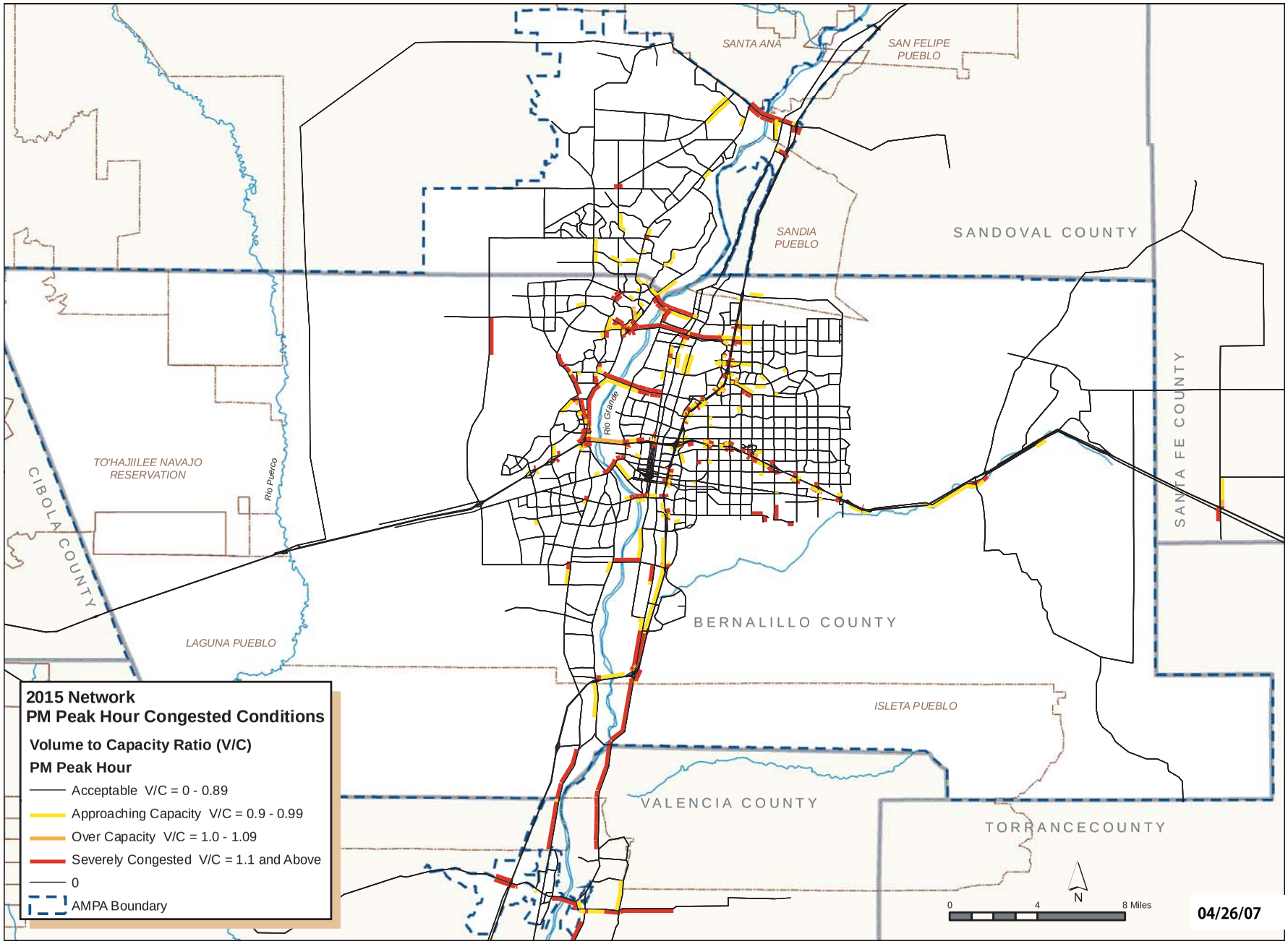
Table 3-1 ▶ Modeled Congestion by Roadway Type

2004 Base Year Network, PM Peak Hour Performance				2015 Network, PM Peak Hour Performance					
Functional Classification	Total VMT	VMT Congested	% VMT Congested	Functional Classification	Total VMT	VMT % Increase over '04	VMT Congested	% VMT Congested	% Increase Congestion from 04
URBAN				URBAN					
Principal*	507,184.3	29,981.1	5.9%	Principal*	683,529.1	34.8%	69,488.3	10.2%	7.8%
Minor	199,343.9	8,762.6	4.4%	Minor	249,848.3	25.3%	19,236.7	7.7%	5.3%
Collector	88,870.8	1,045.1	1.2%	Collector	113,828.4	28.1%	2,638.3	2.3%	1.8%
Frontage	18,106.5	169.1	0.9%	Frontage	22,735.8	25.6%	668.1	2.9%	2.8%
Freeway	394,624.0	3,789.8	1.0%	Freeway	482,528.3	22.3%	42,886.3	8.9%	9.9%
On Ramp	10,590.6	6,665.8	62.9%	On Ramp	13,526.0	27.7%	8,770.4	64.8%	19.9%
Off Ramp	10,902.4	7,910.9	72.6%	Off Ramp	13,775.3	26.4%	9,148.5	66.4%	11.4%
RURAL				RURAL					
Minor Collector	12,494.9	632.6	5.1%	Minor Collector	19,717.0	57.8%	786.9	4.0%	1.2%
Major Collector	51,867.9	2,044.4	3.9%	Major Collector	69,629.8	34.2%	12,705.5	18.2%	20.6%
Interstate Front.	151.0	0.0	0.0%	Interstate Front.	2,503.0	1557.6%	0.0	0.0%	0.0%
Interstate	142,321.2	0.0	0.0%	Interstate	199,278.7	40.0%	0.0	0.0%	0.0%
On Ramp	818.7	0.0	0.0%	On Ramp	1,385.8	69.3%	0.0	0.0%	0.0%
Off Ramp	1,727.6	771.2	44.6%	Off Ramp	2,524.7	46.1%	1,566.9	62.1%	46.1%
TOTALS	1,439,003.8	61,772.6	4.3%	TOTALS	1,874,810.2	30.3%	167,895.9	9.0%	7.4%

Map 3-1 ► 2004 Base Year PM Peak Hour Volume to Capacity Ratios



Map 3-2 ► 2015 PM Peak Hour Volume to Capacity Ratios



D. Travel Time, Speed, and Stop Delay

In addition to roadway volume data, MRCOG collects auto travel speed and time data for all periods of the day including the AM, Off Peak, and the PM timeframes. These data are collected in support of several programs at MRCOG including our Congestion Management Process (CMP), the Traffic Surveillance Program, Air Quality Monitoring, and the Travel Demand Modeling Environment.

E. Travel Time Contour Analysis

Another approach for assessing transportation system performance involves focusing on travel associated with key PM period traffic generators such as large employment areas. The PM period of travel is typically the focus of transportation analysis in the AMPA as it tends to involve the highest amount and diversity of travel and includes critical commute trips and trips associated with home-based travel. The quality of roadway operations during the PM Peak is an excellent indicator of the overall operations of the transportation system. As such, travel delay and other associated problems due to recurring (demand exceeding capacity) and non-recurring (roadway incident related) congestion seem most apparent to the traveling public.

Analysis for the MTP scenarios involved focus on key commute patterns associated with three major employment centers within AMPA. The approach involves "select zone" travel market analysis using travel pattern information from the travel demand model along with travel time and market analysis of the trip data using the Transportation Accessibility Model (TRAM) multimodal accessibility analysis tool. This GIS-based environment provides a platform that combines computer based analysis tools with available socioeconomic datasets in a spatial context allowing full utilization of the modeling capabilities at MRCOG, ie, the travel demand travel forecasting model with the Arcview extension *m2probe*, the Arcview based TRAM, and GIS socioeconomic datasets. In this manner, major commute patterns for three areas of high anticipated growth were selected to evaluate changes in travel time and accessibility over time.

The three areas of high residential growth include:
1. the Northwest area (represented by the intersection of Unser Blvd and Northern Blvd)
2. the Southwest Mesa (represented by the intersection of Unser Blvd and Dennis Chavez Blvd)
3. the Southern portion of the AMPA (represented by the interchange at NM 6 and I-25).

The three employment centers of focus include:
1. Journal Center (2004 employment = 38,728; 2030 anticipated = 47,172)
2. KAFB/Sandia/Lovelace (2004 employment = 30,614; 2030 anticipated = 29,450)
3. CBD (2004 employment = 22,308; 2030 anticipated = 23,399)

Auto based Origin/Destination travel data was extracted from the travel forecasting model for each sub-area/select zone, and those underlying trip ends were identified by 10' intervals of congested auto travel time "contours" extending outward from the major employment center. The range of travel contours was limited to 60' (1 hour) as a reasonable "upper end" of travel time.

The travel time contour maps for the 2004 Base Year and 2015 scenarios are shown in Maps 3-3, 3-4, and 3-5. The data demonstrate that auto travel times are anticipated to increase substantially for these key

Table 3-2 ▶ Roadway Lane-Miles Programmed in the 2030 MTP

Roadway Type	2004 Lane Miles	2015 Lane Miles	Difference	% Difference
URBAN				
Principal Arterial/LAPA*	1106.3	1320.5	214.2	19.4%
Minor Arterial	600.2	682.1	81.9	13.6%
Collector	459.3	507.1	47.8	10.4%
Interstate Frontage	53.0	56.9	3.9	7.4%
Interstate	315.4	351.7	36.3	11.5%
On ramp	18.8	23.7	4.9	25.9%
Off Ramp	18.2	22.8	4.6	25.4%
RURAL				
Major Collector	185.9	102.4	0.8	0.8%
Minor Collector	101.6	185.9	0.0	0.0%
Interstate Frontage	2.7	20.1	17.4	644.4%
Interstate	210.1	212.4	2.3	1.1%
On ramp	4.1	4.8	0.7	17.1%
Off Ramp	4.9	5.0	0.1	2.0%
Totals	**3080.5**	**3495.4**	**414.9**	**13.5%**

Notes: "" refers to Limited Access Principal Arterial (LAPA)*

commutes. Key indicators to look for on these maps are where the time contours tend to "compress" or narrow, indicating areas where the travel speed slows down. As travel speed is a function of distance over time, as time increases and travel is slowed, less distance is transversed respective to each time interval and the contours appear smaller in width. Specific point-to-point travel time by the MTP growth scenarios are summarized in the technical appendix of this document.

Travel times to Rio Rancho as shown in Map 3-3 are expected to dramatically increase in the 2015 Scenario. Anticipated increases in commute time under the 2015 Scenario show that travel times to Rio Rancho (Commute 1) from the CBD are anticipated to increase approximately 24% from the Base Year conditions. Most noteworthy are the effects of limited capacity of the river crossings for the very large commute travel pattern exhibited from the southeast to the northwest portions of the AMPA.

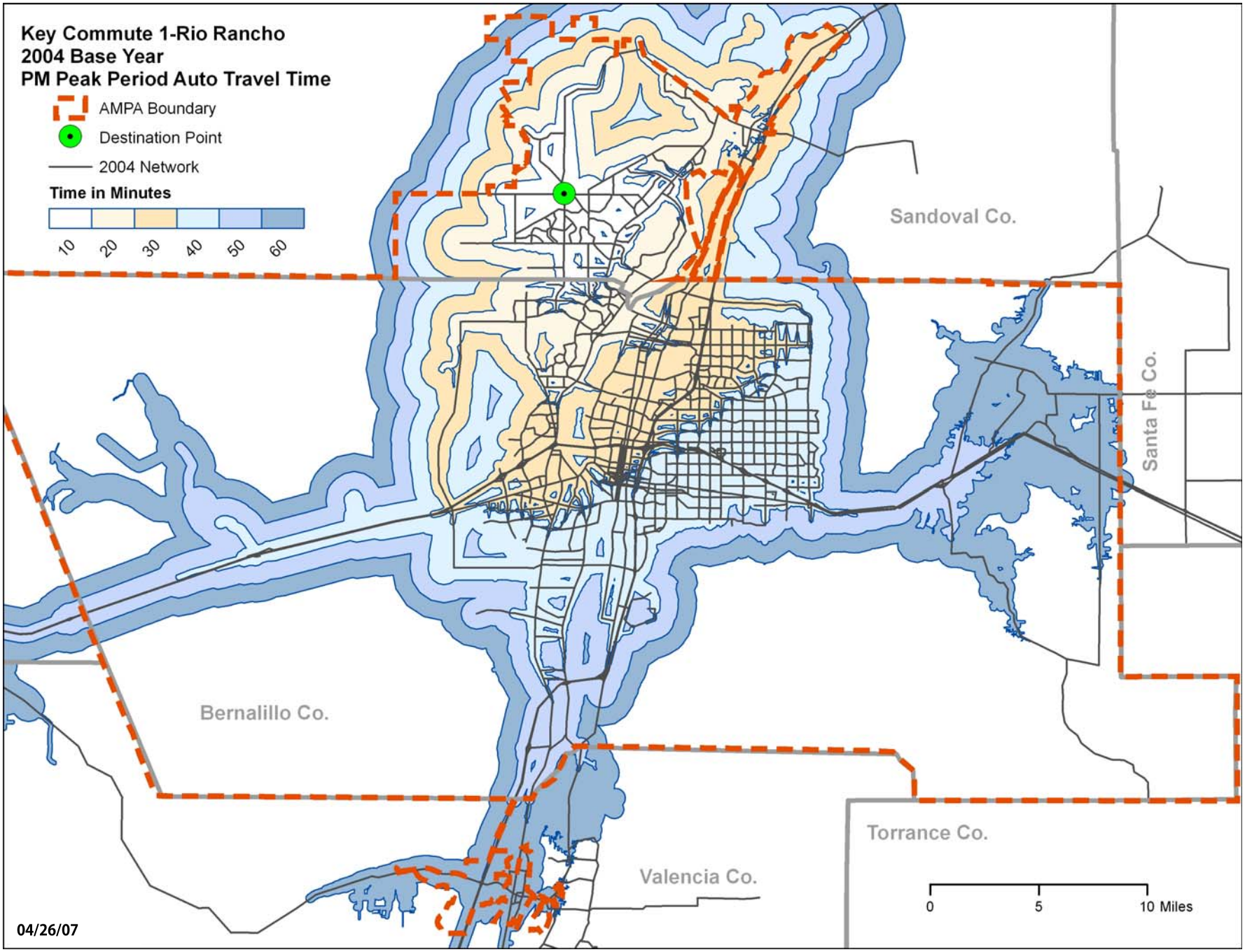
Map 3-4 shows the Southwest portion of the AMPA with apparent increases in travel time for the 2015 Scenario, most noticeable in observing the shift in the 30' contour. Although the increased times for this commute are not as severe as those for Commute 1, average travel times from the CBD are anticipated to increase by approximately 20%.

As shown on Map 3-5, the southernmost portion of the AMPA, Los Lunas, is anticipated to experience increased auto travel times with a similarly drastic shift as noted in observing the 30' contour with an average increase in commute time form the CBD of 62%.

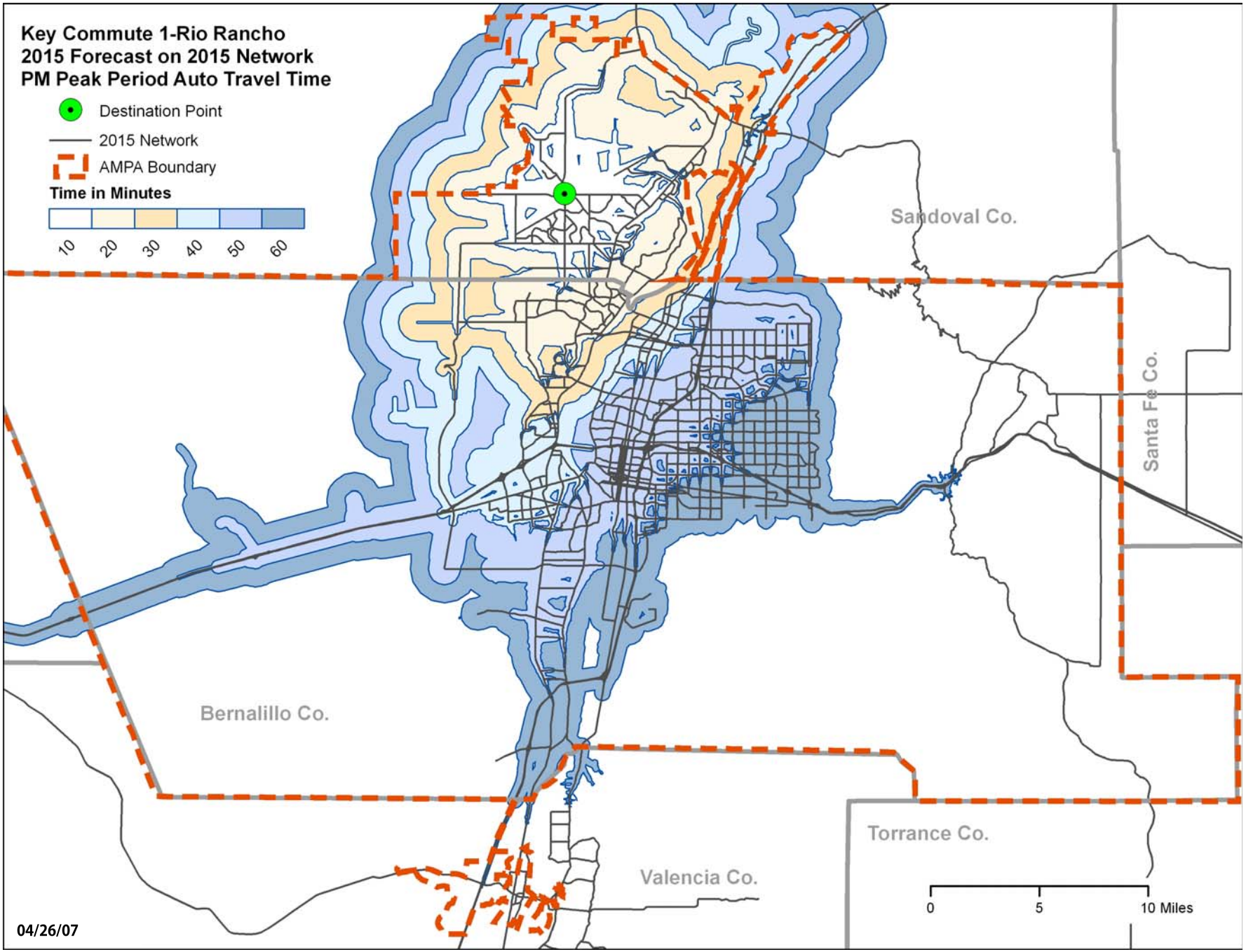
F. Stop delay

In addition to speed and travel time data, MRCOG's Travel Surveillance Program includes the acquisition of link level average stop delay. Stop delay is a revealing measure of roadway conditions as it measures the utmost congested condition whereby the

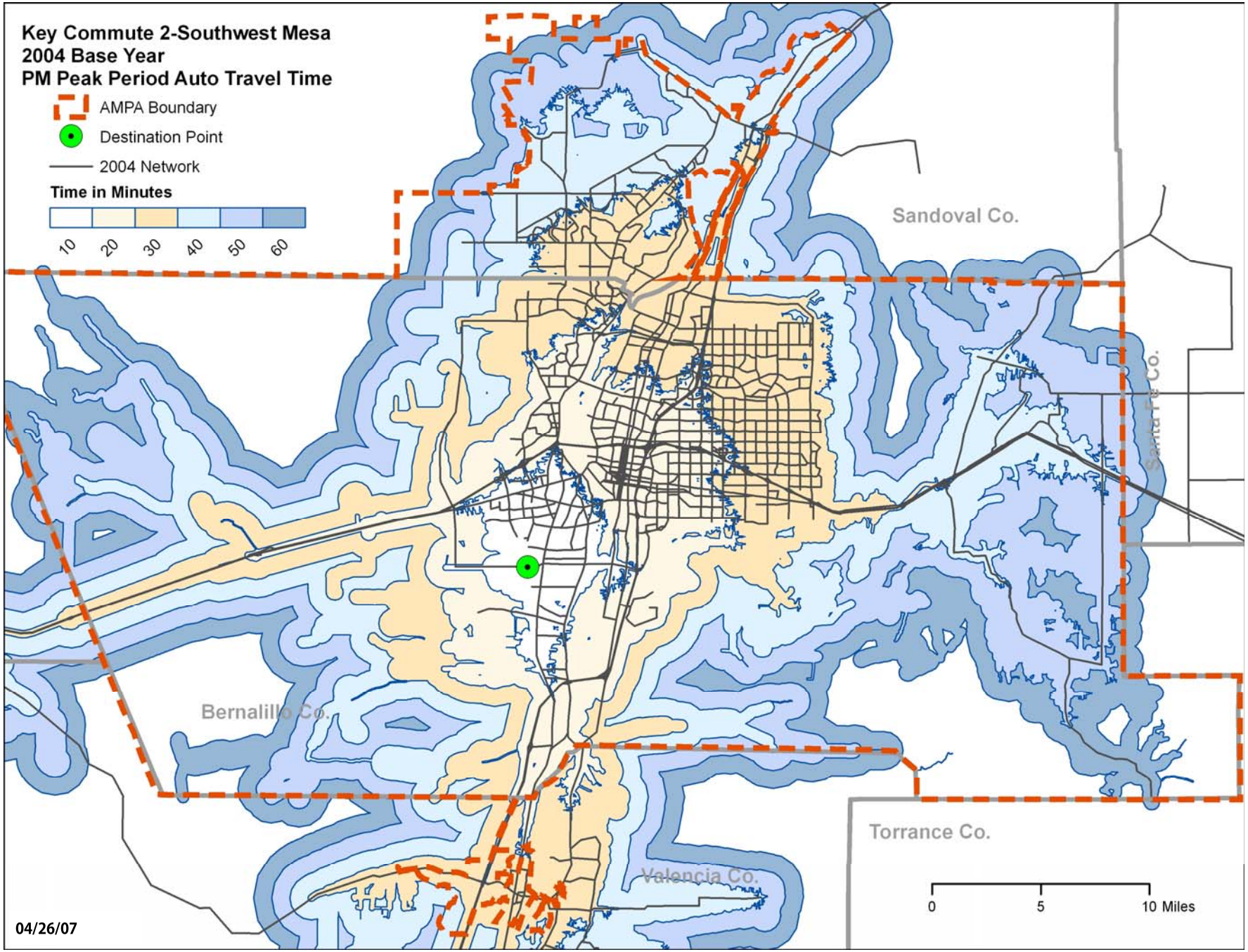
Map 3-3 ► Representative PM Peak Travel Time Contours for Destination Point in Rio Rancho, 2004 Scenario



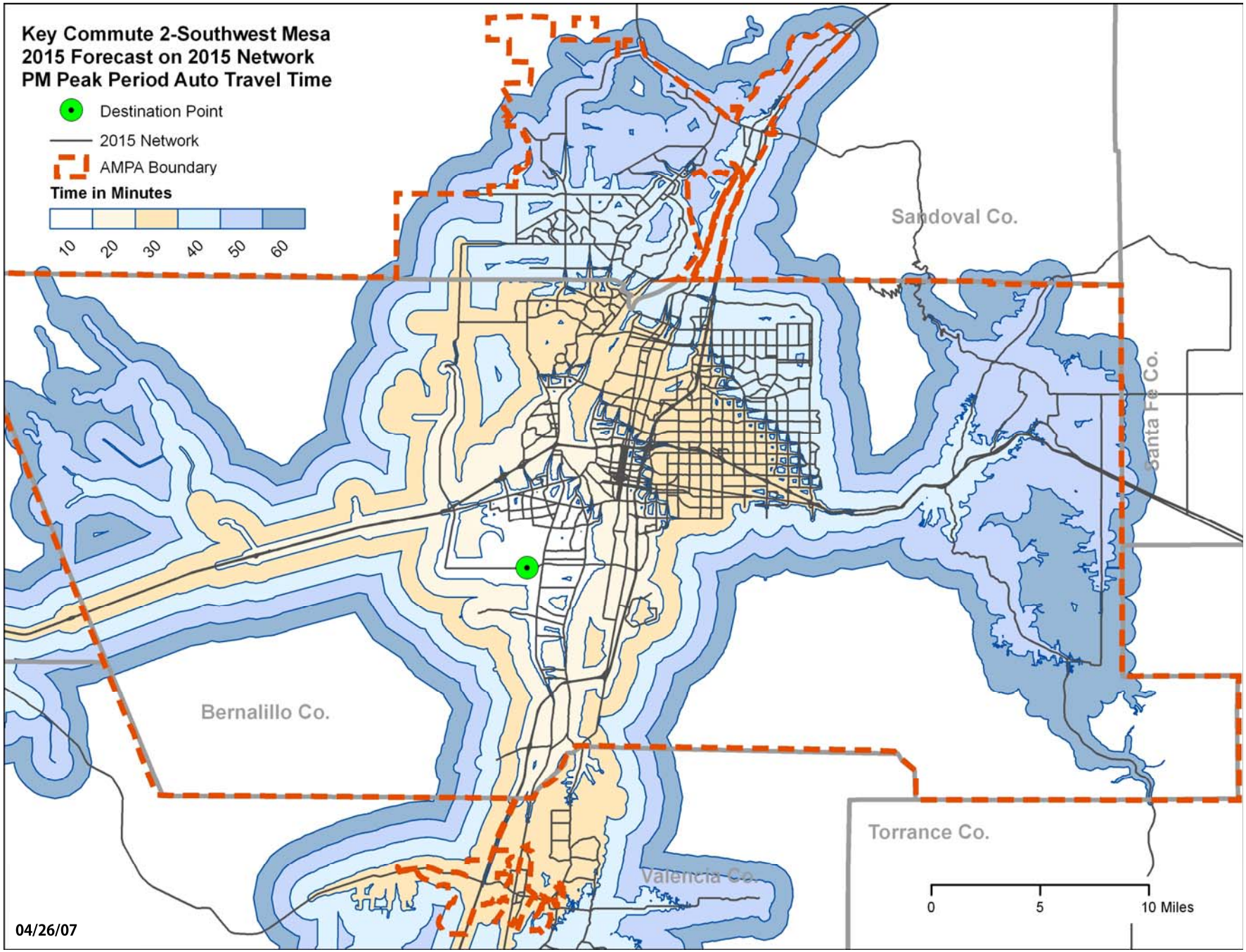
Map 3-3 ► Representative PM Peak Travel Time Contours for Destination Point in Rio Rancho, 2015 Scenario



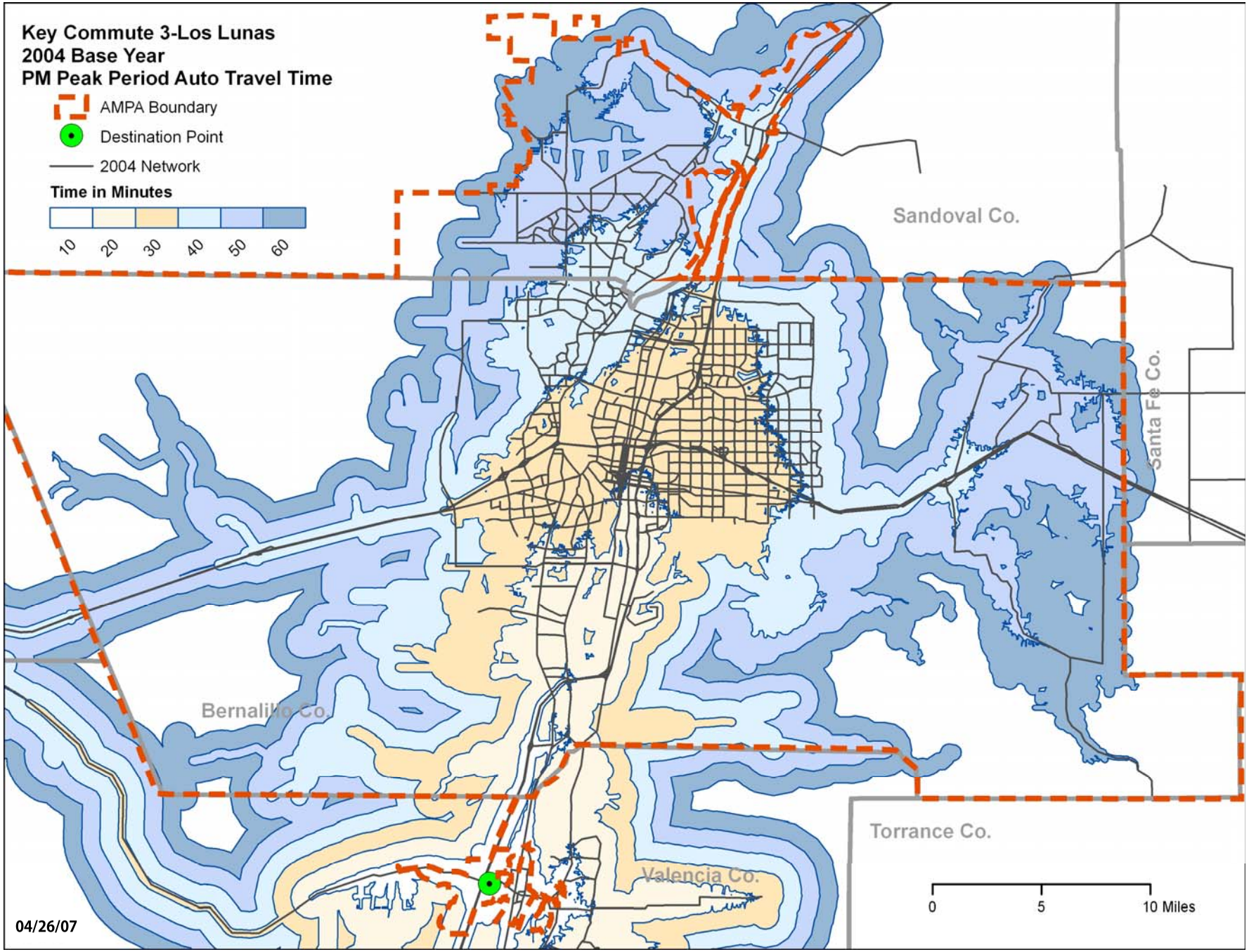
Map 3-4 ► Representative PM Peak Travel Time Contours for Destination point in Southwest Mesa, 2004 Scenario



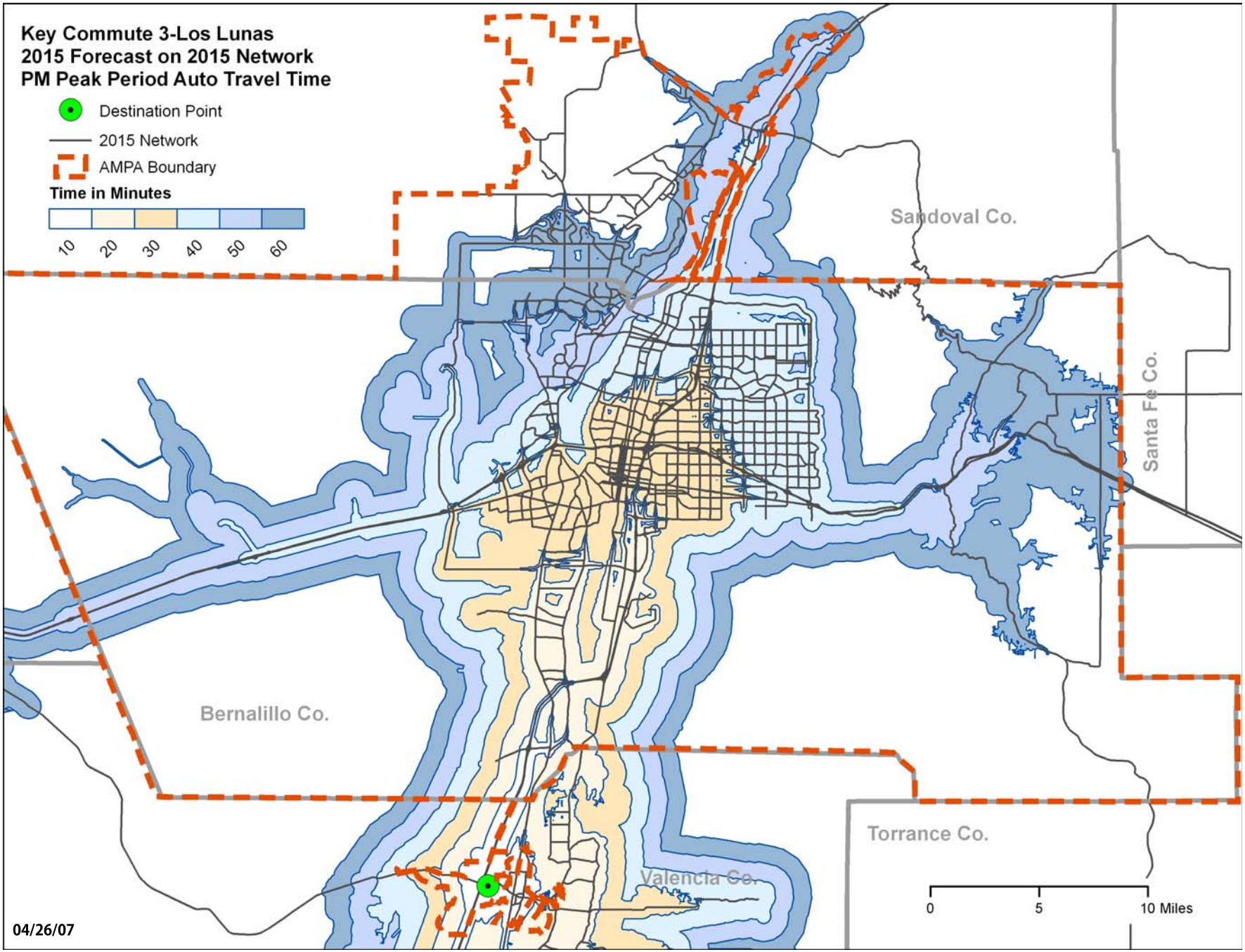
Map 3-4 ► Representative PM Peak Travel Time Contours for Destination point in Southwest Mesa, 2015 Scenario



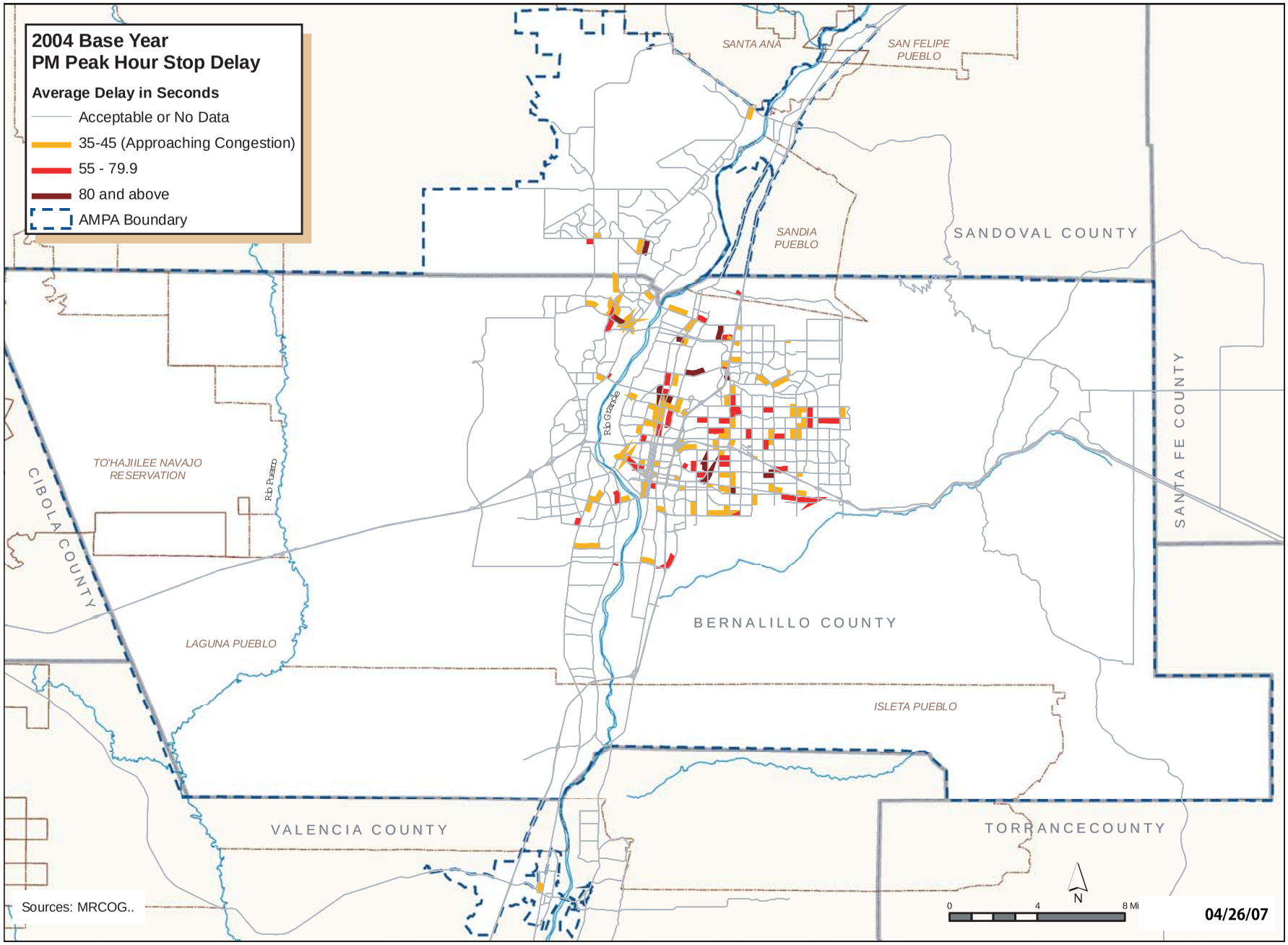
Map 3-5 ► Representative PM Peak Travel Time Contours for Destination point in Los Lunas, 2004 Scenario



Map 3-5 ▶ Representative PM Peak Travel Time Contours for Destination point in Los Lunas, 2015 Scenario



Map 3-6 ► 2004 Base Year PM Peak Hour Average Stop Delay



traveler is actually stopped. Typically, stopped conditions are common at areas with signalized or stop-controlled intersections and/or poor signal timing; however, stop delay is not always associated with roadway intersections. It is often the case that stopped delay is experienced mid-block caused by poor roadway geometry or simply too much travel demand on the roadway segment. Map 3-6 shows the system wide network stop delay for the PM Peak Hour of travel, 2004 Base Year conditions.

G. Roadway Lane Mileage

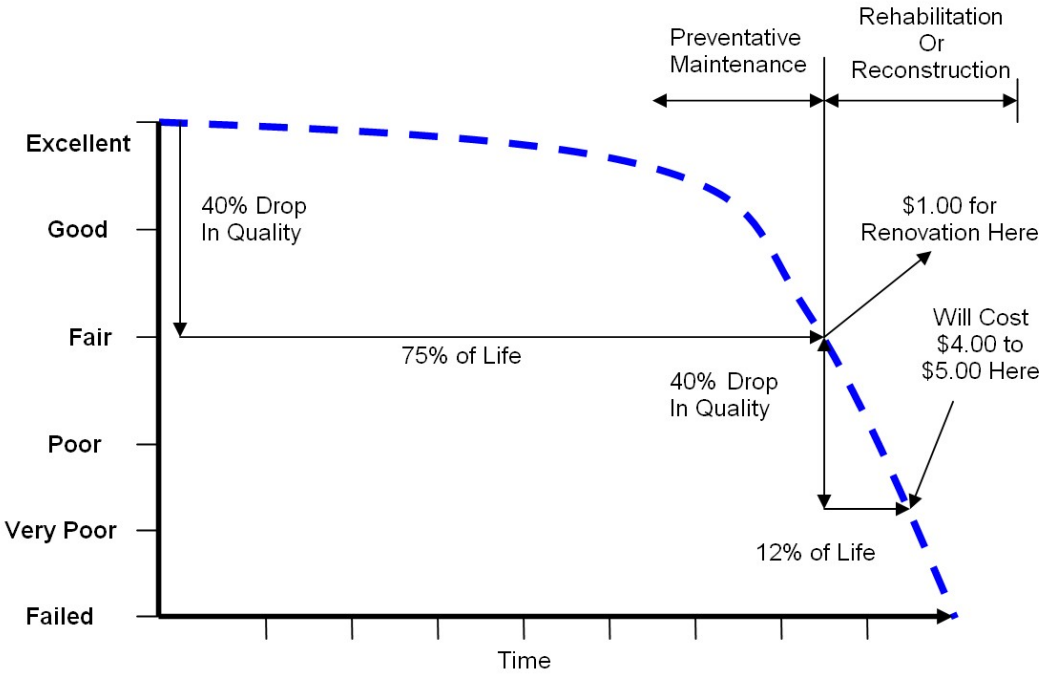
Roadway mileage for the AMPA as represented in the travel demand model for the MTP analysis years of 2004 and 2015 is summarized in Table 3-2 and Map 3-7. Roadway mileage includes new facilities as well as roadway widenings and/or modifications and is consistent with projects included in the 2008-2013 TIP and MTP 2015 network scenarios. Note that some roadway classification changes may be a result of future classification adjustments based on roadway function and volume and may or may not be associated with roadway projects.

H. Pavement Management Systems within the AMPA

Guidance included in 23 Code of Federal Regulations for Metropolitan Transportation Planning specifies elements that must be included in the metropolitan transportation planning process to ensure that project programming is geared toward an efficient and well maintained transportation system. Specific reference is made to the need for preservation of the existing system as well as the use of life-cycle costs in the design and engineering of all roadway infrastructure elements.

Nationally, nearly 1/3 of all roadways in America are in poor to mediocre condition (Report Card on America's Infrastructure, ASCE 2003) resulting in increased occurrences of congestion and delay. A common approach undertaken by MRCOG member agencies with roadway infrastructure responsibilities has been the establishment of Pavement Management

Figure 3-6 ▶ Typical Pavement Preservation Curve with Relation Between Timely Maintenance and Optimal Roadway Preservation



Map 3-7 ► Roadway Projects Included in the 2015 Modeled Roadway Network

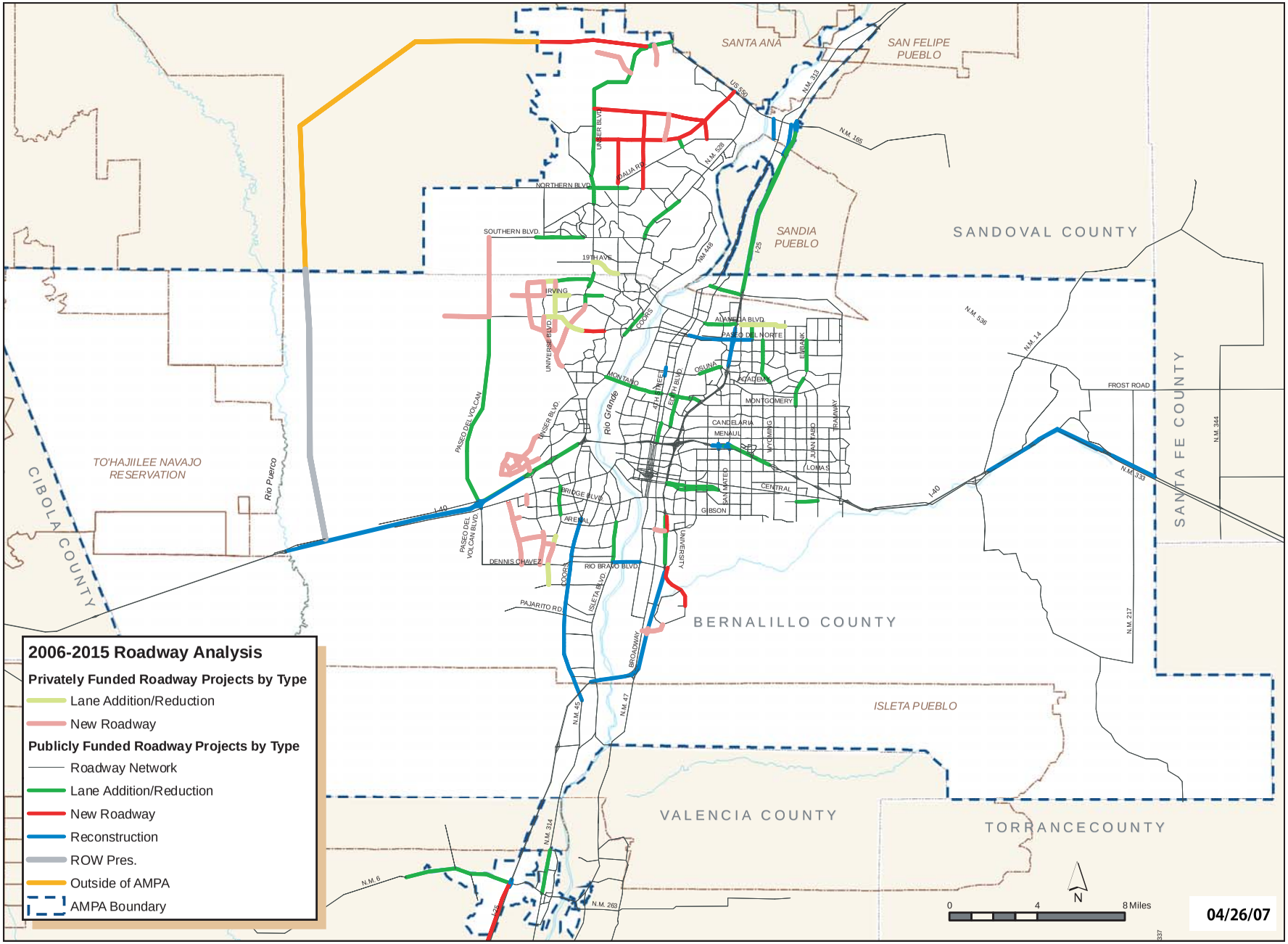


Table 3-3 ► Centerline Mileage Breakdown by Agency and Condition

Agency	Centerline Mileage Paved	% Fair and Above	Centerline Mileage Gravel or Dirt
Bernalillo County	513	85%	203
City of Albuquerque	4,111	86%	n/a
City of Rio Rancho	294	90%	610
NMDOT, District 3	140 Interstate 470 Non Interstate	82%	n/a

Systems. These programs have typically been established within the public works departments and often include a set of tools and/or monitoring mechanisms that assist decision makers in finding cost-effective strategies for ensuring that the roadway system is maintained in a safe and serviceable condition. Monitoring of pavement condition is critical so that timely maintenance treatments can be deployed to avoid the typical roadway degeneration. A pavement life-cycle curve is shown in Figure 3-6.

In response to ongoing roadway infrastructure maintenance needs within the AMPA, approximately 56% of all federal funding is dedicated to system Operations and Maintenance (O & M). Summarized in terms of roadway network, highway system preservation represents 69% of the roadway lane mileage affected in the MTP. A summary of AMPA roadway mileage by agency and condition is shown in Table 3-3.

I. Congestion Management Process (CMP)

Federal regulations require TMAs to develop and implement a Congestion Management Process - CMP (23 CFR 450.320 and 23 CFR 500). A CMP is a process that integrates into the regional transportation system to address congestion. The goal is to have a process that analyzes the performance of the transportation system and help to identify strategies to address the congestion problem, evaluate the effectiveness and efficiency of those strategies and provide such information to policy makers and the general public.

The Mid-Region Council of Governments is in the process of evaluating and enhancing its CMP program to better serve its regional purpose. The steps to integrate the CMP program into the Albuquerque metropolitan planning process include:

- Revision of the definition of congestion. This step is critical for the monitoring of the transportation system and the definition of the CMP network.
- Revision of the data collection process to streamline the flow of information and better integrate other sources of data collection. This step is important for strategy performance evaluation.
- Evaluation of the efficiency and effectiveness of implemented strategies.
- Definition and implementation of a CMP schedule, which includes strategy implementation, agency responsibilities, strategy evaluation, and possible funding sources.
- Information dissemination of CMP program products.
- Development and incorporation of a comprehensive CMP section/element in new TIP and MTP project proposal forms.
  Creation of a regional CMP group or committee which will oversee the CMP program performance and products. The group will meet in anticipation of TIP and MTP development to issue recommendations regarding transportation system performance findings and strategy considerations to the policy board.

In developing the 2030 MTP- system performance analysis - the Albuquerque MPO used its current congestion definition indicators. These indicators

include the volume to capacity (V/C) and travel delay analysis. The V/C indicator is based on the most recent traffic counts available for each roadway segment. Map 3-1 and Map 3-2 above show the V/C information for the 2004 base year and 2015 intermediate year for the PM peak hour. A similar analysis is performed for the future 2030 scenario and is included in the *Roadways element, Section V*.

Travel time is the other indicator used in the development of the 2030 MTP. Several analytical tools have been used for the assessment. These tools include the travel forecasting model (EMME/2), the transportation accessibility model (TRAM), the Land Use Allocation Model (LAM), and the traffic monitoring system database.

These tools helped to build travel time patterns by peak period or hour, origin and destination analysis, build travel time contours, identify potential travel markets through the AMPA, assess the comparative competitiveness of different modes of transportation or any combination of them, and evaluate alternative strategies such as HOV lanes and/or managed lanes at specific corridors (i.e managed lanes along Paseo del Norte between Coors Blvd. and I-25). This analysis is integrated in the 2030 MTP through its different chapters and sections.

The Section 3 analysis indicates that the following alignments or "corridors" in the transportation system present congestion problems:

- US 550 from NM 528 to I-25
- Alameda Blvd. from Corrales Rd. to 2nd St.
- Paseo del Norte from Golf Course to I-25
- Montano from Golf Course/Taylor Ranch to 4th or 2nd St.

Table 3-4 ▶ Sample Congested Areas and Proposed Strategies

Facility	Termini	Strategy	Sponsors
US550	From NM 528 to I-25	• Bicycle Lanes. • Two transit deviated fixed route services (Jemez Spring and Cochiti Lake. • A transit route to Cuba. • Transit facilities at: US550/I-25, Sandoval County Judiciary Complex and other locations. • Sandoval county Demand response bus service.	Town of Bernalillo; NMDOT, Sandoval County
Alameda Blvd.	From Corrales Rd. to 2nd St.	• Bicycle trail and lanes.	Bernalillo County
Paseo del Norte	From Golf Course to I-25	• Additional bicycle facilities to increase connectivity to employment centers. • Study the concept of HOV lanes and or manage lanes.	NMDOT, City of Albuquerque
Montano Rd.	Taylor Ranch to 2nd St.	• New commuter rail station. • Bicycle facilities to increase connectivity and accessibility of destinations.	NMDOT, MRCOG, City of Albuquerque
NM 6	From NM 314 to Ever Rd.	• Transit operation and administration. • Rail runner shuttle service – two fixed routes. • A JARC – Job Access and Reverse Commute service. • A "United We Ride Service" to eligible disadvantage persons.	Village of Los Lunas, NMDOT

- Cesar Chavez from Isleta Blvd. to I-25
- I-25 from Sunport to Broadway Blvd.
- NM 6 from NM314 to Ever Rd.
  Several ramps in the I-40 and I-25 urban sections

All the 2030 MTP analysis has resulted in several projects and programs to address the performance of the AMPA transportation system. Some of the projects, programs and studies that have been proposed in the 2030 MTP include new transit facilities, rolling stock, and routes for the region, ITS technology and TSM- incident management AMPA wide, categorical funding for safe bicycle and pedestrian projects, studies, additional commuter rail stations and connections, to only mention some.

Some of these proposed projects and programs are located in alignments that have congestion problems like the ones mentioned before (see Table 3-4).

Activity Center Analysis

The Activity Center Analysis associates travel patterns with markets captured by mode of transportation or a combination of modes (walk to transit). The analysis focused on the top five centers representing the highest concentrations of employment in the AMPA. The five activity centers are:

- Kirkland Air Force Base (KAFB)
- I-25/Jefferson Corridor
- Downtown Albuquerque/St. Joseph Hospital area
- Albuquerque Mid-town
- UNM/Presbyterian Hospital area.

The analysis is based on the forecast 2030 socioeconomic dataset with the 2015 network.

A zone analysis was done for each of the activity centers to determine the Origin/ Destination (O/D) information associated with each of them. The six contour intervals of ten minutes by mode of transportation were then related to the O/D information to determine how much of the market was captured. The analysis provided an approximation of the potential competitiveness of each transportation mode to the target market.

Table 3-5 at the end of this section summarizes the O/D analysis by mode of transportation for each of the five activity centers. Data shown include the cumulative PM peak period number of trips captured by each travel time interval and the cumulative interval share of the market demand (percentage of the total trips associated with each of the employment center zone analysis). The cumulative interval share does not add to 100% because trips are out of the contour area as can be seen from the graphics provided as an example.

Understanding the market associated with each activity center will help planning strategies to expand the competitiveness of specific modes based on projects or programs. Examples could include closing gaps in the bikeway system (expand the off-road bikeway system) or introduce new strategies such as HOV lanes and/or manage lanes in the future. Maps 3-8 through 3-15 show the travel time contour by mode of transportation for the Jefferson/I-25 activity center as an example of the analysis done for each of them.

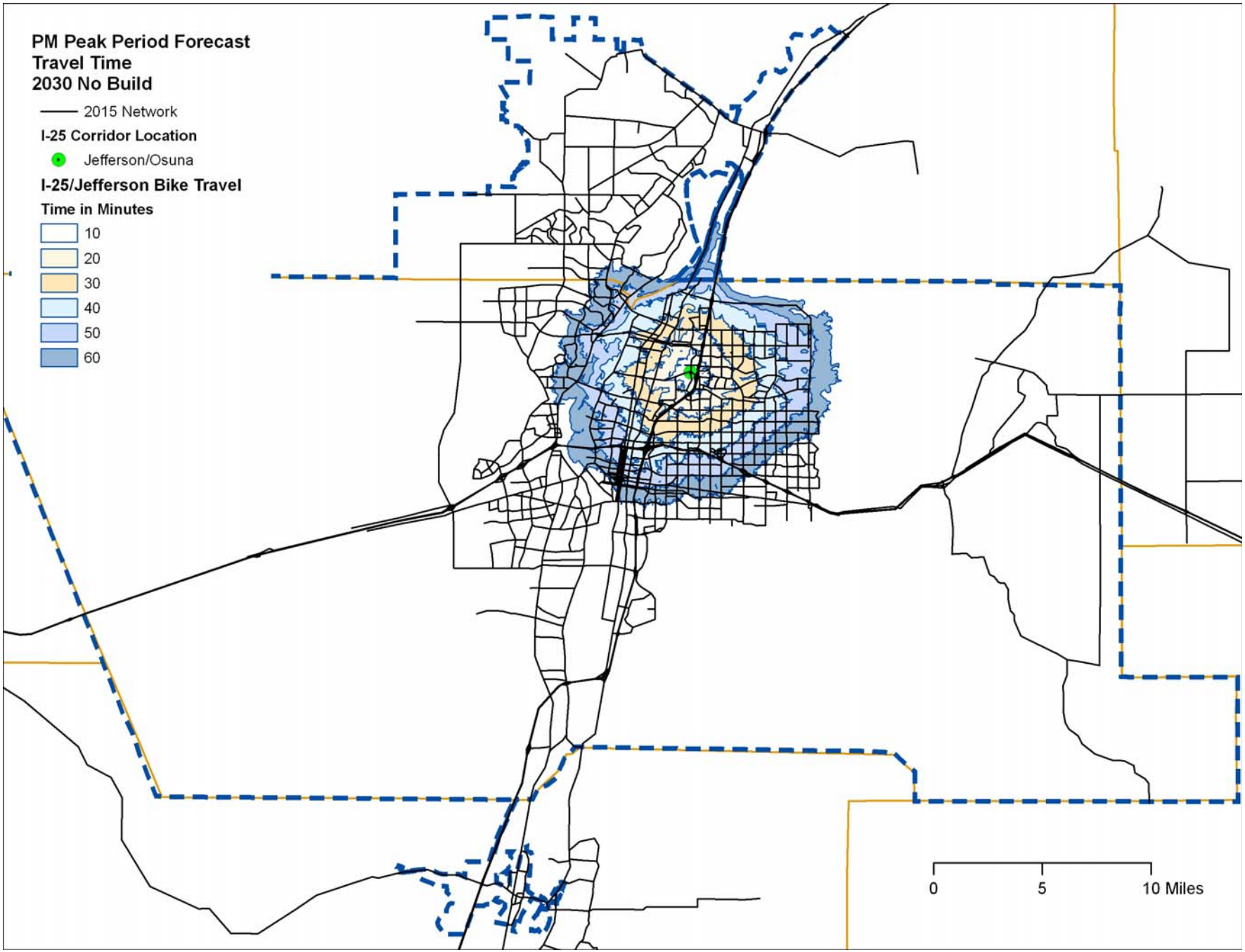
Two maps are paired to display the travel time contour and then the travel time contours are overlaid with the O/D information. Each dot represents 20 trips. The green dot identifies the location used by TRAM to build the travel contours. It is important that the information (maps and the summary table) be studied together.

It is important to remember that this is an analysis based on the best information available and the current modeling capabilities at MRCOG.

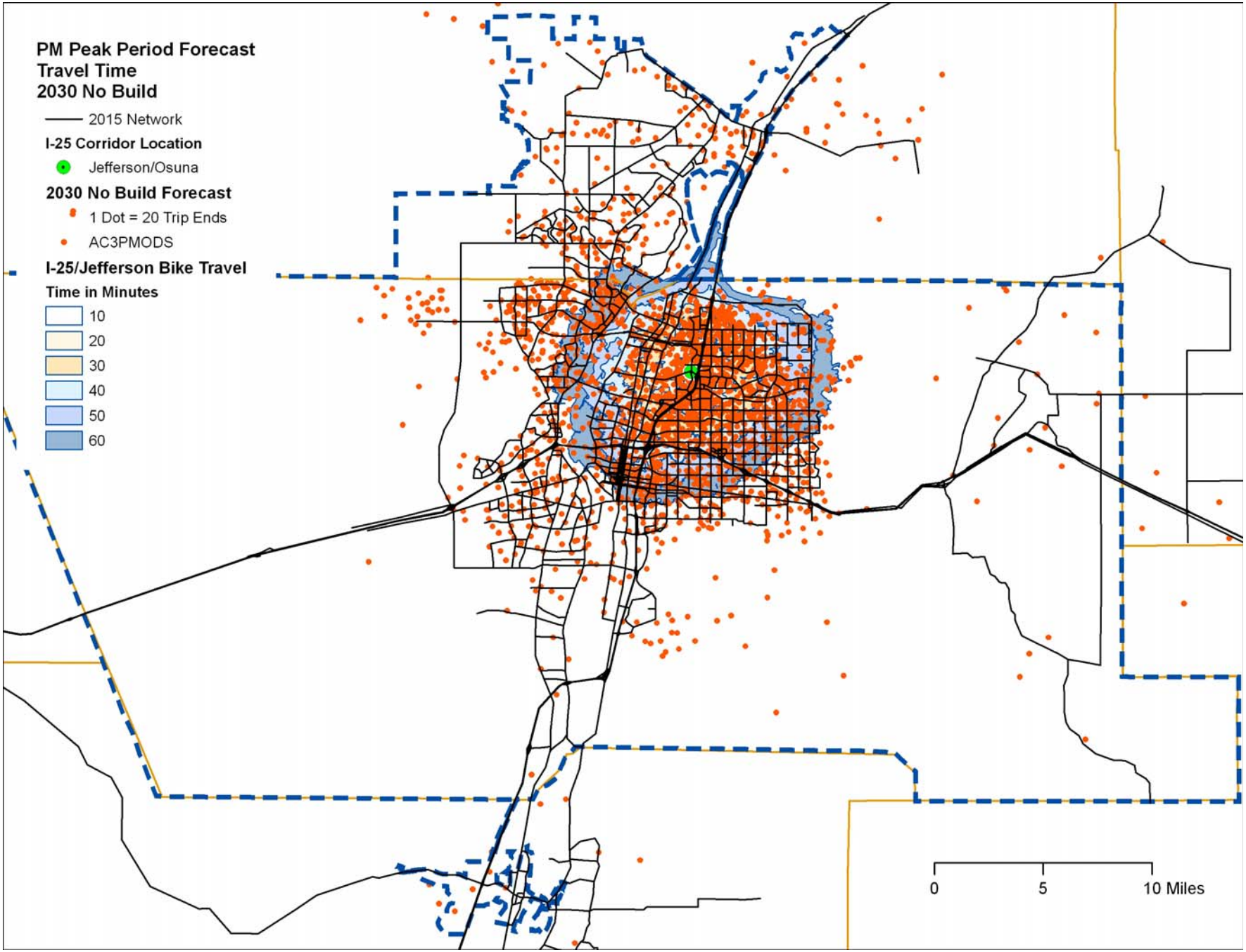
Bicycle Mode (Maps 3-8 and 3-9)

- Most of the north east portion of the Albuquerque area can be reached in less than 60 minutes compared with a more limited area west of the Rio Grande. There are limited options for cyclist to cross the river.
- The off-street bikeway network in the study area presents gaps for cyclist to reach destination in a continuous way. Map 7-3 shows how the existing trail network relates to the activity centers.
- The intersection of Corrales Rd. and Alameda

Map 3-8 ▶ Bicycle Travel Time Contours for the I-25/Jefferson Activity Center



Map 3-9 ▶ Bicycle Travel Time Contours with Origin and Destination (O/D) Data for I-25/Jefferson Activity Center



Blvd. can be reached in approximately 50 minutes from the start location of Osuna and Jefferson Blvd. This could be considered a relative competitive performance in relation to the auto travel time because of the auto congestion present in the Alameda Blvd. corridor. The potential to increase the competitiveness of bicycle travel is great if a more continuous bikeway network is provided in the area.

- UNM campus can be reached in approximately 50 minutes. The North Diversion Channel trail is a critical connection.

Auto Mode (Maps 3-10 and 3-11)

- The travel time contours expand to a greater degree on the east portion of the Albuquerque area than on the Westside. Limited river crossings in relation to the demand overwhelm the capacity of the existing infrastructure to connect to and from the Westside. Alternative strategies would increase the capacity to manage the existing infrastructure with more transit capacity, managed lanes, bicycle alternatives, and ITS technology to mention a few.
- The level of congestion experienced on the river crossings on Alameda Blvd., Paseo del Volcan, and Montano Rd. affect how much of the travel time contours expand to the Westside of Albuquerque and to the City of Rio Rancho. The grid street pattern on the east side of I-25 offers more alternatives to travelers which results in a broader area reached in shorter travel times.
- The interchange of US550 and I-25 can be reached in less than 40 minutes while other locations such as NM528 and Southern Blvd. in the City of Rio Rancho, Unser Blvd. and Paseo del Norte can be reached in a little more than 60 minutes. The river crossings act as bottlenecks to the traffic flow.
- It takes almost 40 minutes to reach the intersection of Corrales Rd. and Alameda Blvd.

Walk Mode (Maps 3-12 and 3-13)

- Walking is a more local mode of transportation. Most people walk for a short distance or a short amount of time.
- As expected, the shape of the travel time contours for the walking analysis is very uniform. The analysis does not take into account the quality of the walking environment or the surroundings. It looks at whether walking is allowed or not because a walking facility has been coded.
- A more comprehensive analysis of walking in the AMPA is presented in Chapter 7. The Pedestrian Composite Index is a more comprehensive tool to evaluate walking conditions and qualify potential markets for the activity.
- Table 3-5 shows how much of the PM peak period trips are captured by the travel time contours as well as how much those trips represent the total trips associated with the Jefferson/I-25 activity center.

Walk to/from Transit (Maps 3-14 and 3-15)

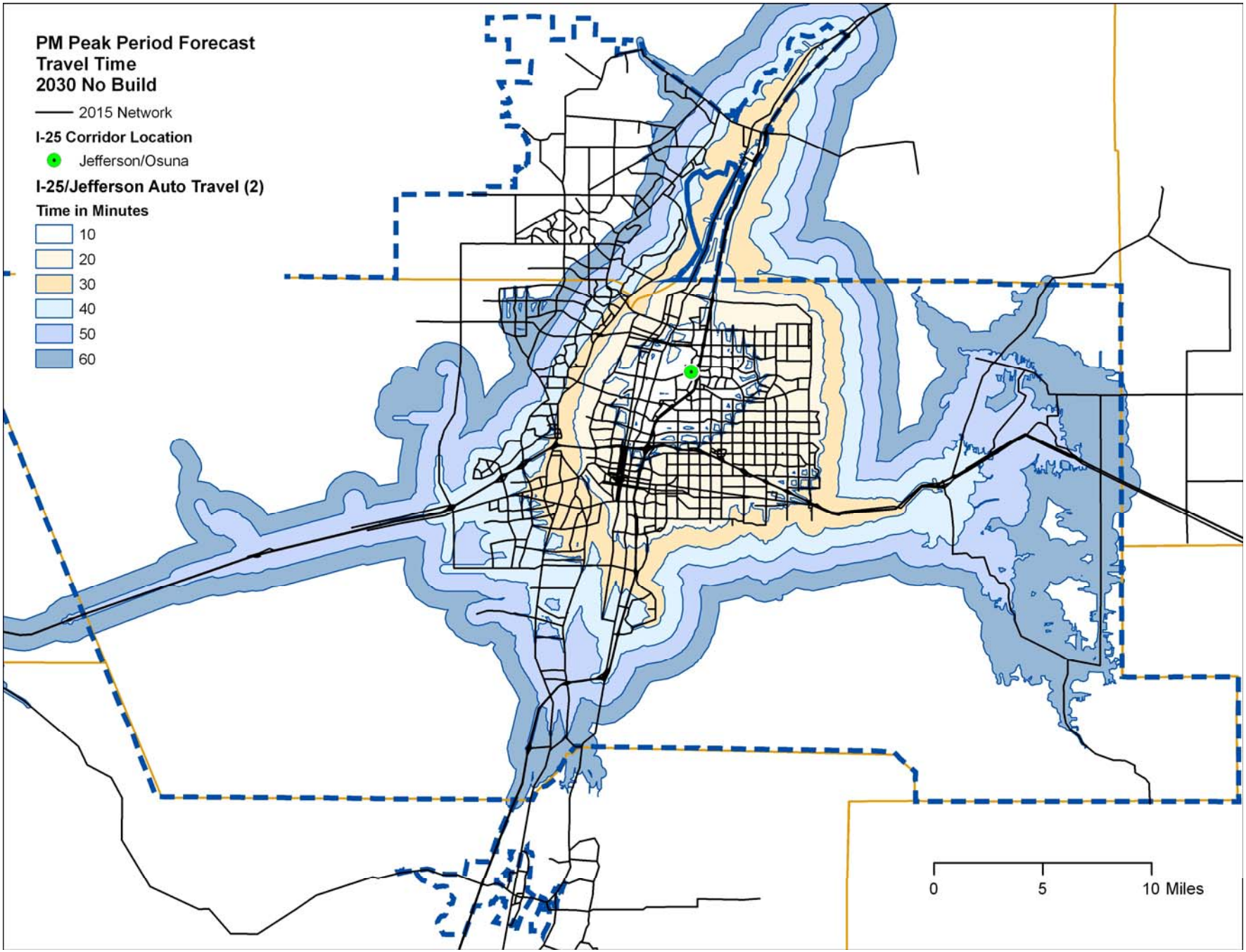
- The travel time contours show the capacity of transit to meet the trip market associated with this activity center given the information available. The analysis took into consideration the headway for each transit route. The travel time is based on the bus running at the speed of the traffic flow.
- The travel time contours expand primarily north to south along the Jefferson corridor and then along San Mateo Blvd. This is the alignment served by routes 151, 140, and 141.
- There are good connections to bus routes on Montgomery Blvd. (route 5), Comanche Rd. (route 13), and Menaul Blvd. (route 8).
- Downtown Albuquerque can be reached in approximately 50 minutes when connecting to the Rapid Ride service, and in about 60 minutes when connecting to other bus services.
- Connections to the Albuquerque Westside are limited given the time threshold used for the analysis (up to 60 minutes). To reach this area will take more than 60 minutes given the information coded in the TRAM model at the time.

Table 3-5 ► Activity Center Travel Market Analysis*

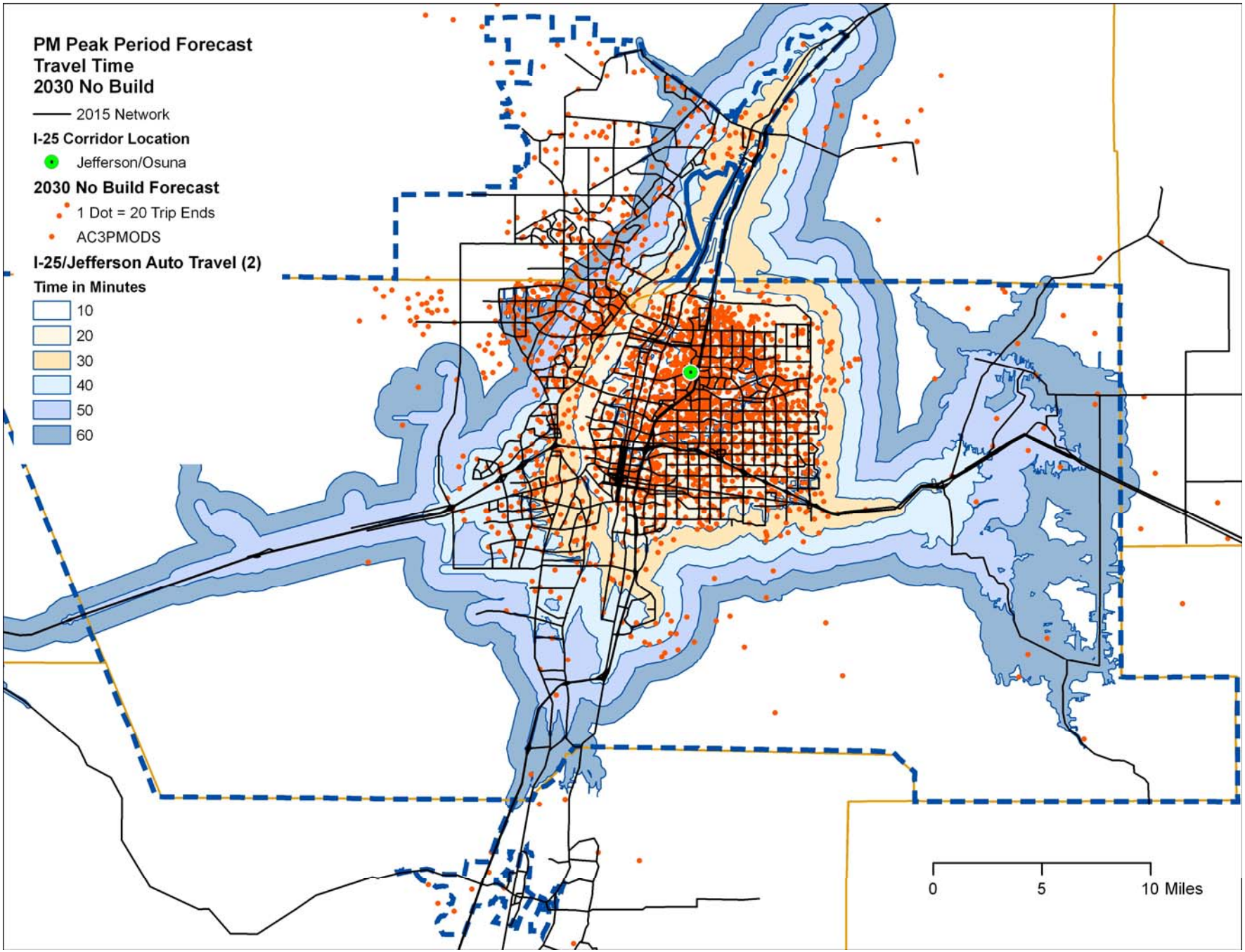
		KAFB/Sandia Labs/Lovelace		I-25/Jefferson		Downtown/St. Joseph		Midtown		UNM/Presbyterian Hospital	
Mode of Transp.	Travel Time Interval (minutes)	Cumulative PM Peak Period Trips	Cumulative Interval share of Market Demand	Cumulative PM Peak Period Trips	Cumulative Interval share of Market Demand	Cumulative PM Peak Period Trips	Cumulative Interval share of Market Demand	Cumulative PM Peak Period Trips	Cumulative Interval share of Market Demand	Cumulative PM Peak Period Trips	Cumulative Interval share of Market Demand
Walk	10	110.25	0.49	350.88	0.67	382.05	2.41	113.76	0.37	286.18	0.86
	20	603.89	2.66	1,929.02	3.71	1,083.66	6.84	580.46	1.88	1,188.19	3.56
	30	1,259.45	5.55	4,148.94	7.98	1,743.12	11	1,507.18	4.88	2,680.97	8.02
	40	1,780.00	7.84	6,889.46	13.25	2,480.35	15.65	3,212.57	10.41	4,266.84	12.77
	50	2,479.38	10.92	9,883.72	19.01	3,313.75	20.91	5,180.99	16.79	5,667.51	16.97
	60	3,407.44	15.01	12,891.85	24.8	3,999.27	25.23	6,777.33	21.96	7,065.15	21.15
Total		**9640.41**		**36,093.87**		**13,002.20**		**17,372.29**		**21,154.84**	
Bicycle	10	680.33	3	2,722.37	5.24	801.44	5.06	745.21	2.41	1,170.82	3.51
	20	1,831.65	8.07	8,773.58	16.88	2,144.51	13.53	4,233.72	13.72	4,232.74	12.67
	30	3,829.50	16.87	16,156.65	31.08	3,908.23	24.66	8,368.37	27.11	7,487.04	22.42
	40	6,335.82	27.9	23,208.30	44.64	5,552.75	35.04	12,975.37	42.04	10,521.39	31.5
	50	8,886.77	39.14	29,133.17	56.04	7,288.98	45.99	16,883.83	54.71	14,018.14	41.97
	60	11,416.33	50.28	34,467.23	66.3	9,136.42	57.65	2,0136.70	65.25	17,028.24	50.98
Total		**32980.4**		**114461.3**		**28,832.33**		**63,343.20**		**54,458.37**	
Walk/Transit	10	95.04	0.42	360.67	0.69	318.89	2.01	113.76	0.37	309.25	0.93
	20	402.67	1.77	1,950.52	3.75	766.58	4.84	580.46	1.88	2,243.93	6.72
	30	1,710.70	7.53	5,947.14	11.44	1,431.48	9.03	1,455.67	4.72	4,887.36	14.63
	40	4,181.89	18.42	9,926.90	19.09	2,757.50	17.4	3,044.33	9.86	8,012.74	23.99
	50	7,563.30	33.31	16,967.65	32.64	4,894.15	30.88	5,738.86	18.59	12,503.85	37.44
	60	13,953.60	47.89	25,911.64	49.84	7,210.58	45.5	9,657.51	31.29	17,375.69	52.02
Total		**27907.20**		**61,064.52**		**17,379.18**		**20,590.59**		**45,332.82**	
Auto	10	6,695.39	29.49	20,000.33	38.47	6,065.94	38.27	12,417.83	40.24	12,164.98	36.42
	20	14,530.51	64.0	35,643.22	68.56	11,730.17	74.01	21,638.28	70.11	22,600.29	67.66
	30	17,314.61	76.26	40,789.35	78.46	13,327.22	84.09	25,339.92	82.11	26,378.42	78.98
	40	19,190.32	84.52	43,622.02	83.9	13,976.71	88.19	26,794.71	86.82	27,919.91	83.59
	50	20,104.78	88.55	46,211.36	88.88	14,681.01	92.63	28,280.23	91.63	29,649.75	88.77
	60	77,835.61	93.35	48,905.54	94.07	15,155.38	95.62	29,362.21	95.14	31,165.13	93.31
Total		**155,671.22**		**235,171.82**		**74,936.43**		**143,833.18**		**149,878.48**	

** Analysis based on anticipated 2030 socioeconomic data with 2015 transportation infrastructure.*

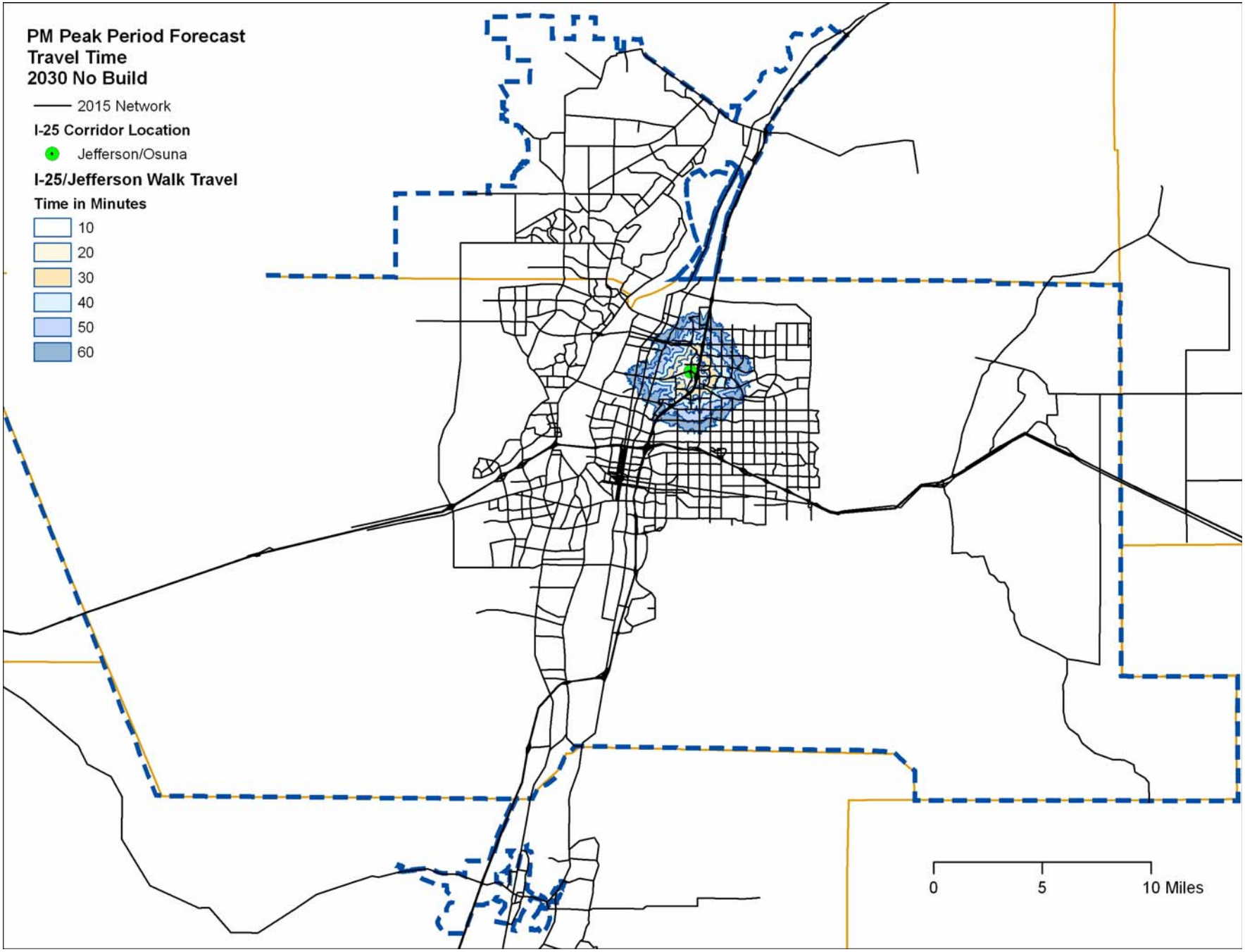
Map 3-10 ► Auto Travel Time Contours for I-25/Jefferson Activity Center



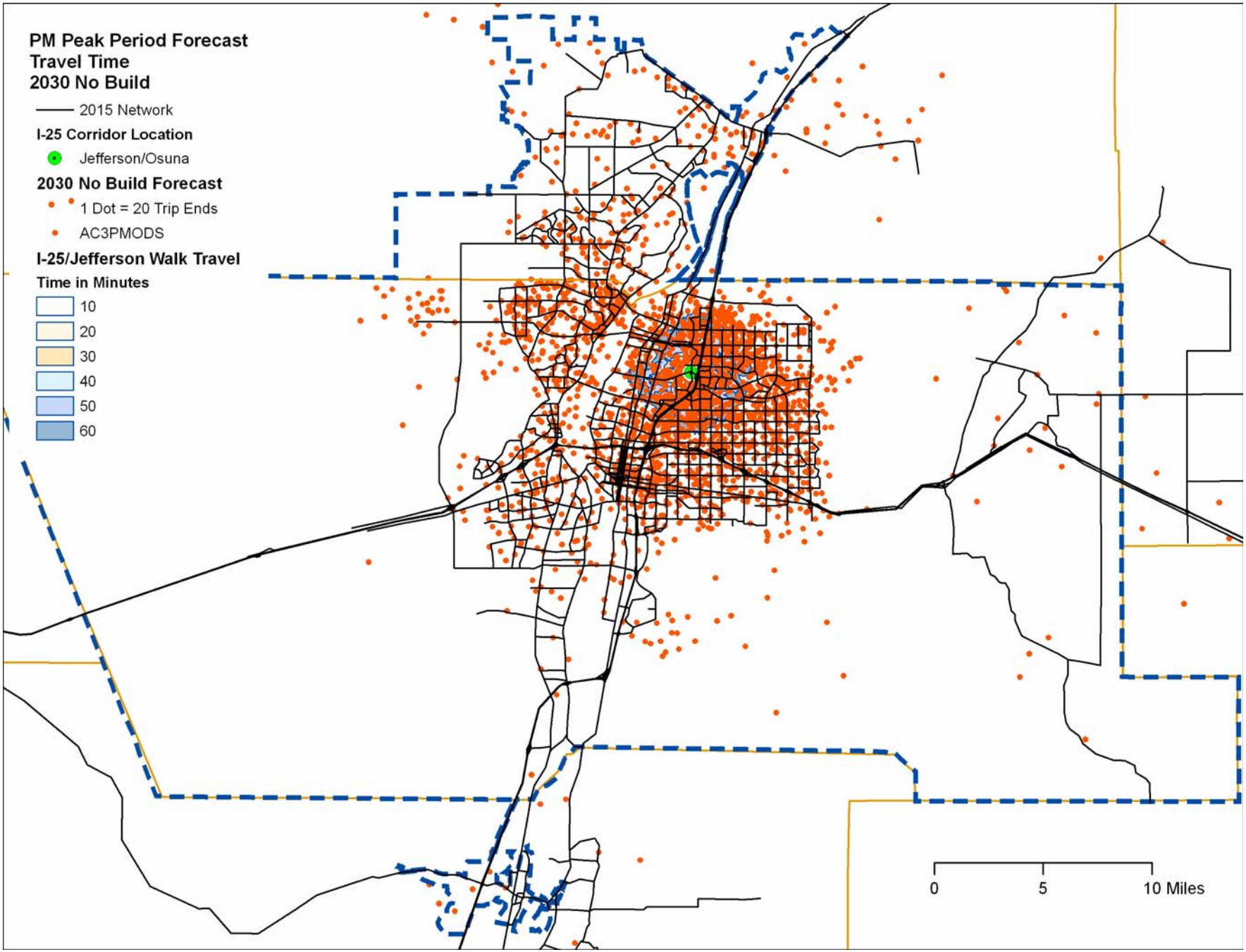
Map 3-11 ▶ Auto Travel Time Contours with Origin and Destination (O/D) Data for I-25/Jefferson Activity Center



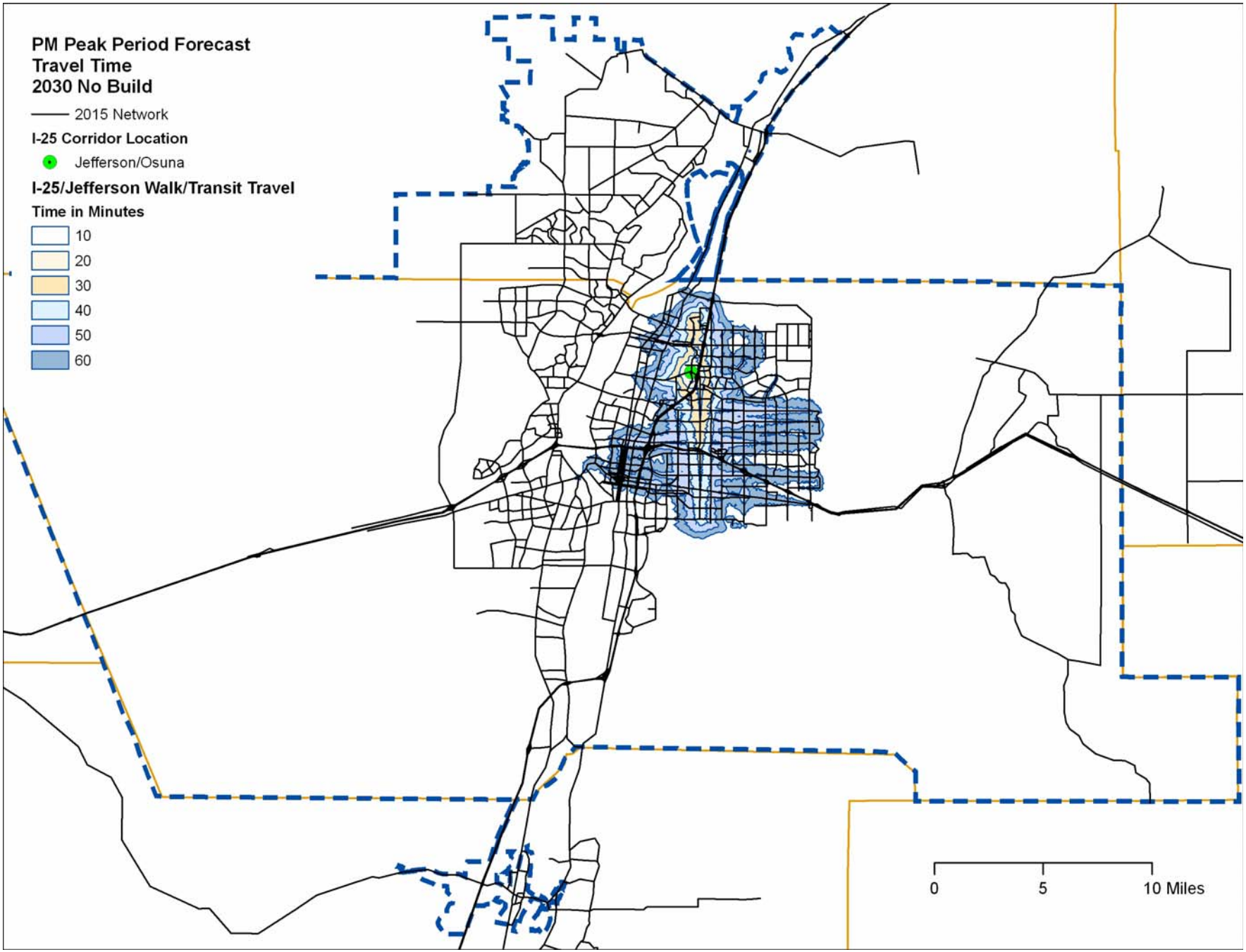
Map 3-12 ▶ Walk Travel Time Contours for I-25/Jefferson Activity Center



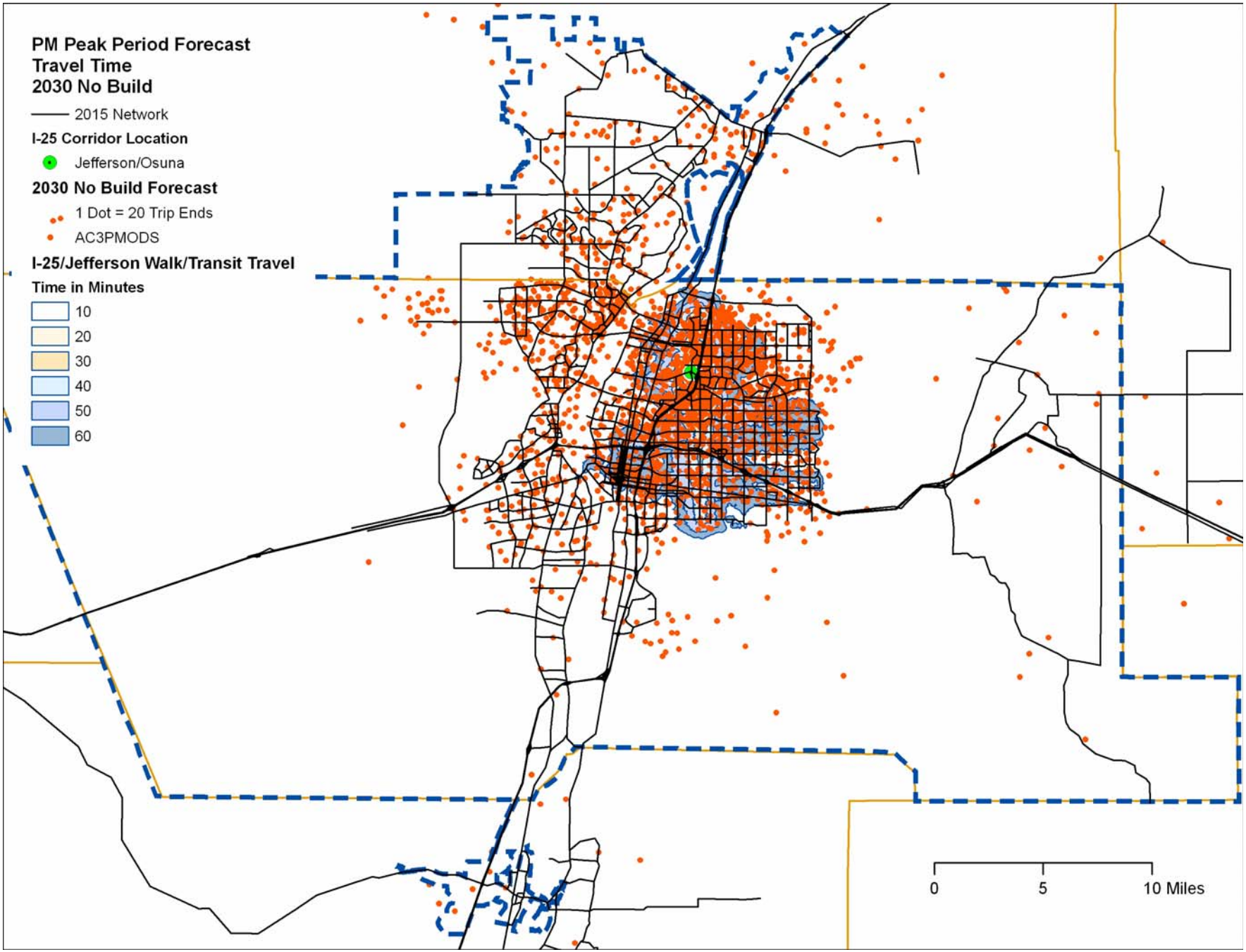
Map 3-13 ▶ Walk Travel Time Contours with Origin and Destination (O/D) Data for I-25/Jefferson Activity Center



Map 3-14 ▶ Walk to/from Transit - Travel time Contours for I-25/Jefferson Activity Center



Map 3-15 ▶ Walk to/from Transit - Travel Time Contours with Origin and Destination (O/D) Data for I-25/Jefferson Activity Center



Mission and Goals

4

A. Mission Statement

The 2030 MTP is the defining vision for the metropolitan area's transportation systems and services to get you and goods you need to and from your destinations, while preserving our communities and lands, and keeping our air and water clean. The plan results from a collaborative process of consensus building with Federal, Tribal, State, Regional and local partners with significant and early involvement from the public.

B. Goals

The following set of goals and objectives have been approved by the Metropolitan Transportation Board. The format in which these goals and objectives were developed follows the goals defined to guide the development of the 2030 Metropolitan Transportation Plan. They intend to expand on the principles set by the goals considered by the Metropolitan Transportation Policy Board throughtout the plan development process.

1. Maintain and Preserve the Existing Transportation Infrastructure

a. Give high priority to transportation investments that provide attractive alternatives to single-occupant vehicle travel.

b. Adopt management strategies and develop educational programs to enable and encourage shifts of travel demand away from single-occupant motorized vehicles and toward alternative travel modes such as walking, bicycling, public transit, work-at-home, and ride-sharing.

c. Develop transportation system management and investment strategies to reduce the need for large new capital investments in surface transportation.

d. Give priority to transportation facilities and services that enable growth in existing urbanized areas rather than beyond the edges of communities.

e. Give priority to transportation facilities and services that support compact, mixed-use development conducive to easy movement by foot, bicycle, and public transit.

f. Support opportunities to redevelop existing roadways as multi-modal facilities addressing the needs and concerns of pedestrians, bicyclists, and public transit users, as well as automobiles and trucks.

2. Provide the Safest Travel Possible for All Modes

a. Provide sufficient funding to establish and maintain strong and effective Safe-Routes-to-School programs and to make safety improvements to pedestrian and bicycle infrastructure in the vicinity of schools, colleges and universities.

b. Develop educational programs that both encourage walking and bicycling and teach smart walking and bicycling skills.

c. Develop educational programs to teach motorists how to interact safely with pedestrians and bicyclists.

3. Provide Choices in Access and Mobility for People and Goods

a. Provide sufficient funding to develop and maintain efficient, high-quality pedestrian and bicycle circulation systems for safe, affordable, convenient, and comfortable travel to, from, within, and between activity centers, activity

corridors, and residential neighborhoods in the vicinity of activity centers and corridors.

b. Provide sufficient funding to develop and maintain a comprehensive, reliable public transit system — a system with a strong customer focus and providing auto-time-competitive mobility for travel between and within activity centers and corridors in the region.

c. Give high priority to transportation facilities and services that improve mobility for people with disabilities.

d. Create seamless interconnectivity between pedestrian, bicycle, and public transit networks and services.

4. Manage Existing Systems to Maximize our Return on Investments

a. Establish and maintain strong and effective travel demand management and education programs to encourage, support, and enable shifts of person trips away from single-occupant vehicles and toward walking, bicycling, public transportation, ride-sharing, and work-at-home.

b. Collect data and develop analytical methods to monitor and consistently evaluate the effectiveness of all projects and programs.

5. Provide Transportation that Supports Local Land Use Planning, Community Goals, and the Economy

a. Promote the development of street patterns and designs that strongly support pedestrian and bicycle comfort, convenience, and safety—particularly for travel to public transit stops, schools, colleges, universities, jobs, stores, parks, and other destinations.

b. Provide funding to design and build ADA-accessible sidewalks and/or other pedestrian facilities as appropriate to the community.

c. Provide funding to design and build critical connections within trail and bicycle facility networks.

d. Plan, design, and build pedestrian facilities in accordance with the best practices described in the latest edition of the AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities.

e. Plan, design, and build bicycle facilities in accordance with the best practices described in the latest edition of the AASHTO Guide for the Development of Bicycle Facilities.

f. Promote the development of street patterns and designs that are highly supportive of efficient and convenient circulation by transit vehicles—particularly to serve residential areas and in activity centers and corridors.

g. Plan, design, and build transit facilities in accordance with the best practices described in the Transit Capacity and Quality of Service Manual (TCRP Report 100, Transportation Research Board, 2003).

6. Respect and Protect our Natural and Cultural Environment

a. Give high priority to projects that closely integrate transportation and land use planning and design for the primary purposes of promoting community health, improving air quality, conserving energy, and protecting the natural and cultural environment.

7. Provide Transportation Security

Roadways

5

Before discussing the roadway element included in this MTP, it is important to understand that the MTP does not specifically address projects or activities related to routine maintenance or even minor reconstruction (e.g. pavement overlays). The cost for these types of activities are covered in the financial plan, but the specific projects are not listed in the MTP. In addition, it only addresses those roadways functionally classified as a collector or above (i.e. it does not deal with local, residential streets). The AMPA currently contains 3101 centerline miles of roadway that are classified as collectors or above.

A listing of all roadway projects included in the 2030 MTP is included in the Appendices at the end of this document. This list identifies projects by lead agency, project scope, and estimated cost. A map of the publicly funded (financially constrained) roadway projects for the 2030 MTP is shown in Map 5-1. Please note that this map does not include the privately funded roadway projects as they are not part of the federally funded/financially constrained MTP, but are included in the roadway network for informational and planning purposes. Lead agencies have been identified for each project to indicate the agency most likely to develop the project for implementation. This designation is not intended to place sole funding responsibility on that agency. Funding and local match decisions are made as part of the Transportation Improvement Program (TIP) process and given the nature of the transportation challenges facing our region, the need for coordinated solutions is apparent.

Another way to express what is expected to happen during the life of this plan is to examine changes in lane miles. This Plan proposes to implement major reconstruction on 762 of the 3,792 lane miles of roadway that are classified as collectors and above. Reconstruction and/or rehabilitation represents 68% of all improvements planned on the network during the life of this plan. An additional 352 lane miles will be added, which represents 32% of all roadway projects included in the plan. The roadway project map with these programmed projects is shown in Map 5-1.

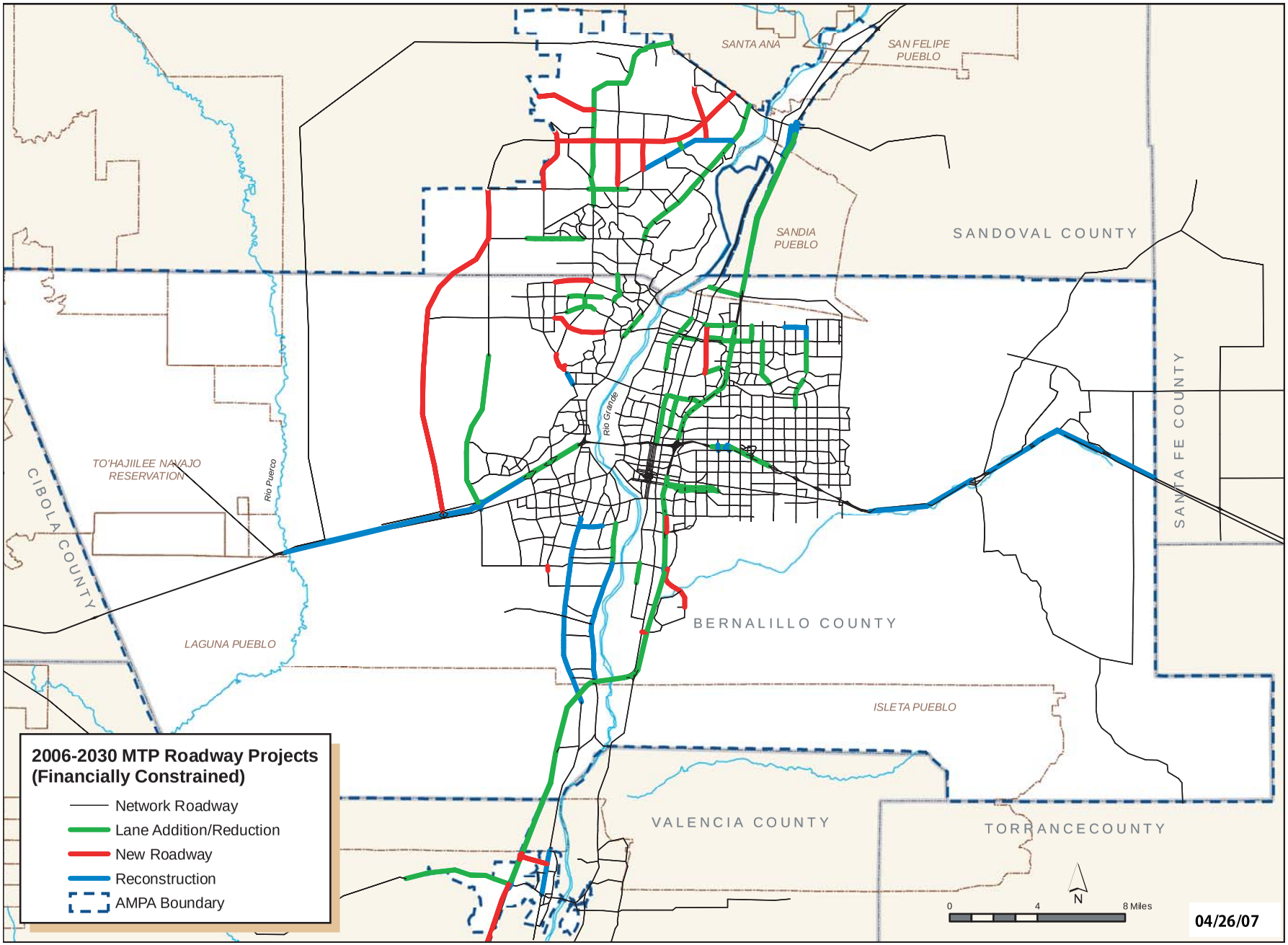
Map 5-2 illustrates the roadway performance of the Plan in terms of Level of Service measured in volume to capacity ratios for the PM Peak based on the 2030 socioeconomics and the programmed 2030 roadway projects. Table 5-1 shows the roadway system performance summary for critical measures of effectiveness for the 2030 roadway scenario. Not surprisingly, problems that were identified in the 2004 Base Year and 2015 Committed timeframes analyzed in the Transportation Challenges section of the MTP remain, and in fact, have increased – on some occasions dramatically.

Table 5-1 ▶ 2030 Roadway System Performance

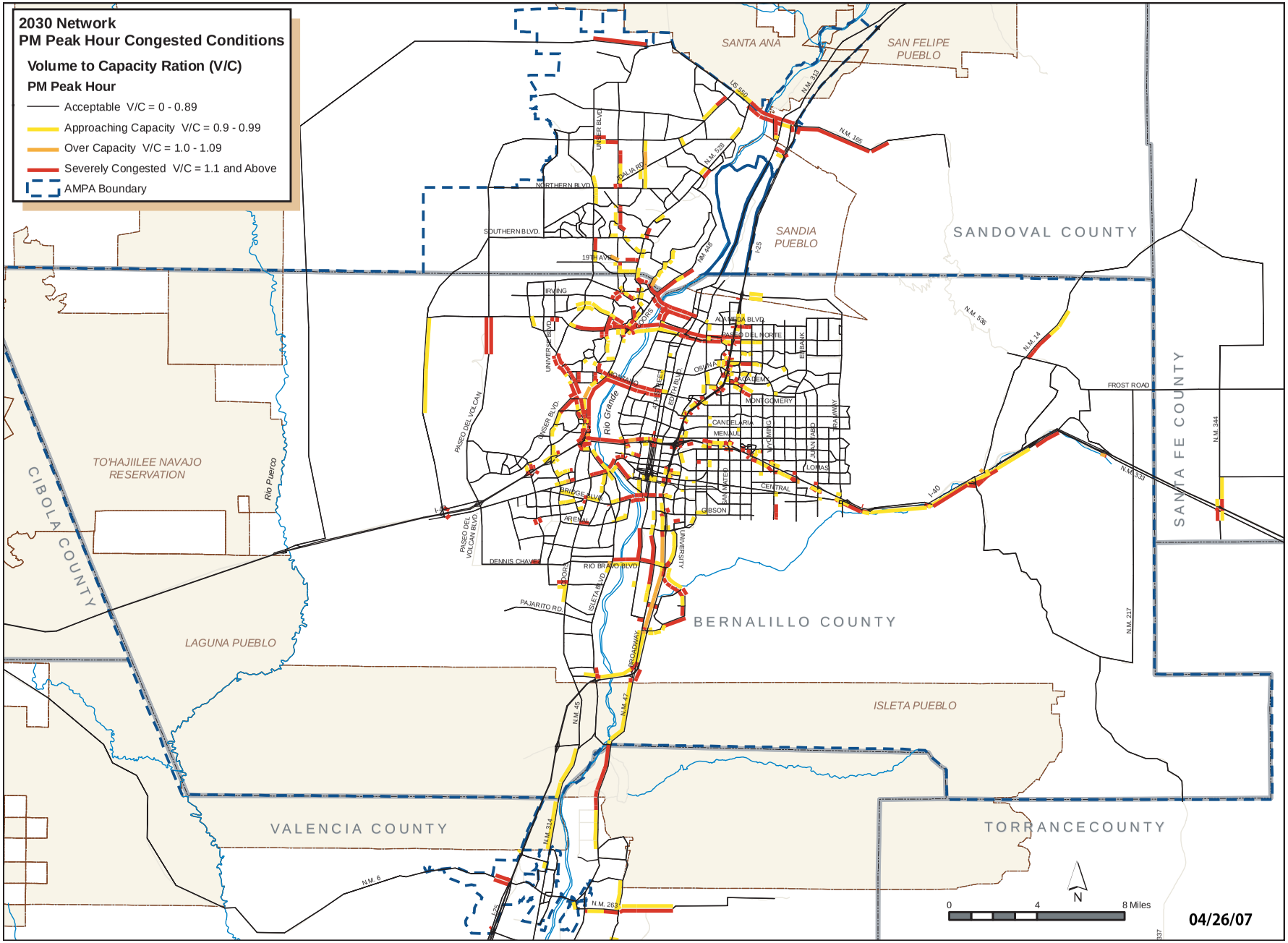
Total Lane Miles	3,792
Peak Hour VMT	2,330,289
Peak Hour VHT	91,358
Peak Hour VHD	41,299
River Crossing Peak Hour VHD	7,198
Peak Hour Lane Mile Congested	248
Daily VMT	25,779,927
Daily VMT/Capita	27.0

It is clear in viewing system performance information that portions of the network that are particularly congested include the river crossings, north-south corridors on the Westside, portions of the interstate system, and on roadways entering the core urban area from the south (Valencia County) and from the (East Mountain area and Edgewood). Additionally, travel

Map 5-1 ► Roadway Projects by Type, Publicly Funded, 2006-2030



Map 5-2 ► 2030 Roadway Network Level of Service

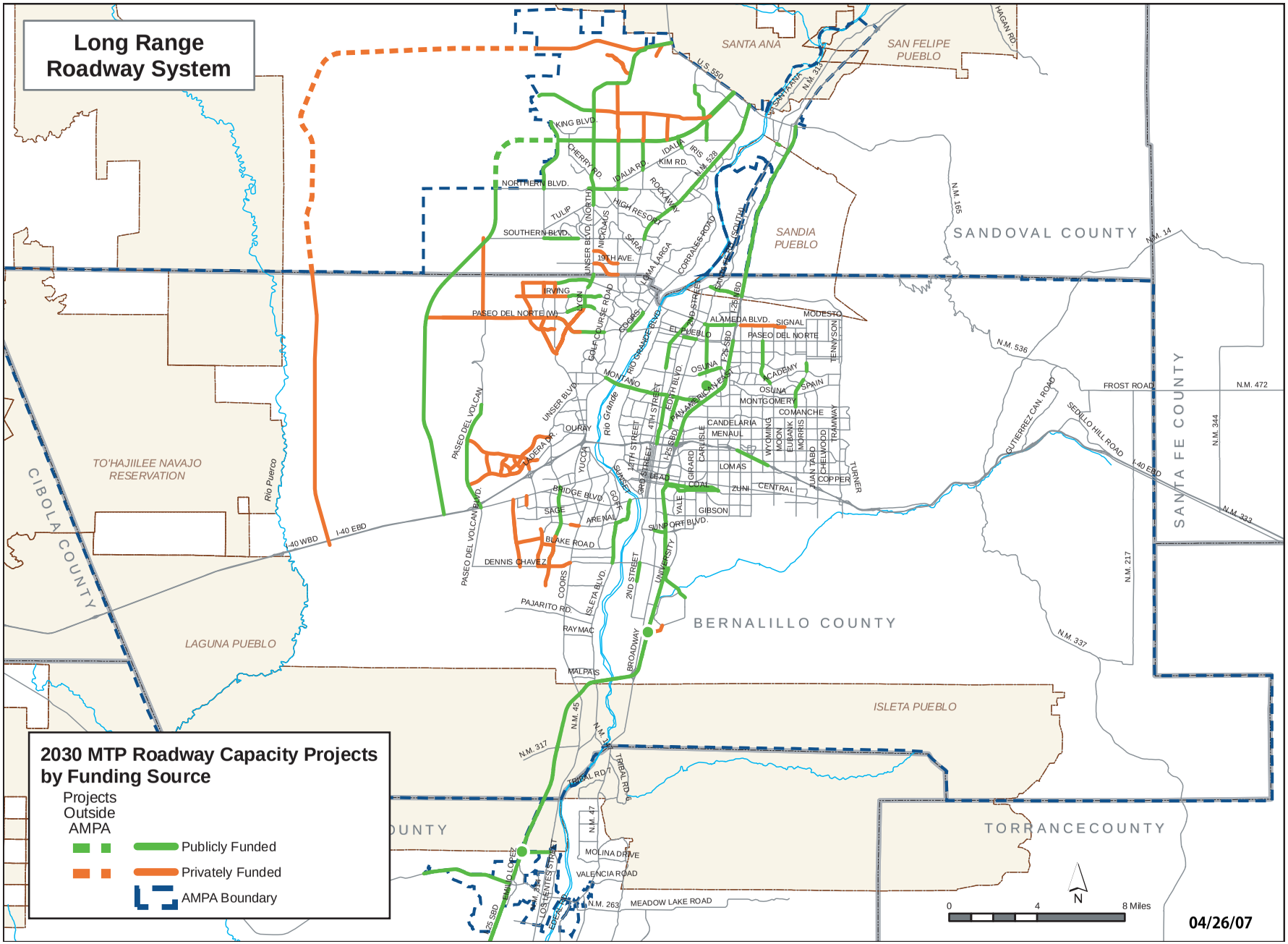


times for the key commutes analyzed in Transportation Challenges are expected to increase by as much as 40% over the 2015 scenario, and as much as 99% for the 2030 Scenario.

When viewing this information, it should be kept in mind that in addition to network performance, other considerations such as project cost, impacts to the community, local agency support, and environmental considerations – all issues covered in the MTP 2030 Goals – are what form the basis for choosing the preferred scenario for the MTP. While this image of the future may appear alarming, it is essentially an extension of the trends that have played out historically. In addition, it shows that congestion cannot be solved simply by constructing new roadways. As the area continues to grow, if resources devoted to transportation infrastructure and services remain constant, as household travel continues to increase, as trip distances continue to get longer (in terms of miles), and if mode shares remain constant, the end result is a roadway system that is more congested than it is today. Other sections of this plan discuss investments in transit and other non-single occupancy vehicle travel options that are currently being explored within the region that may present the traveling public with other travel options. The challenge lies in the region's ability to change travel behavior enough, given these emerging travel options, so that travel on congested facilities is not as severe as the future roadway scenario suggests.

The current Long Range Roadway System is shown in Map 5-3, and represents the long term transportation planning needs within the AMPA for the 2030 timeframe including future roadways and major interchanges/grade separations as defined through the MTP update process. It is important to note that this map denotes roadway infrastructure regardless of project type and funding source. Functional classification within urban and rural areas should be based on the near-term functionality of the facility using US Census information, expressed relative to the current and near term use of the facility. Arterials represent the heaviest used trip routes with longer trips, higher volumes, and higher speeds, whereas locals represent the least used facilities with lower volumes and speeds. The arterial system facilitates longer trips, whereas locals and collectors tend to serve shorter trips and trip ends.

Map 5-3 ► The Long Range Roadway System, 2030 MTP



Public Transportation

6

This public transportation component of the Metropolitan Transportation Plan (MTP) has been prepared to encompass all modes of public transportation in order to foster further coordination of planning efforts pursuant to 23 CFR particularly sections 450.312 (a), 450.316 (a) 6 & 7, and 450.324 (f) 4. Map 6-1 shows existing public transportation in the AMPA.

A. Air Travel

The Albuquerque Metropolitan Planning Area (AMPA) is served by two primary airports and two small airports. Albuquerque International Sunport serves commercial air traffic, general aviation traffic, and military operations. Double Eagle II Airport is a general aviation reliever facility. In addition, Mid-Valley Airpark in Los Lunas and Sandia East Airpark in Edgewood are both small, low volume facilities serving general aviation needs for portions of the AMPA.

1. Albuquerque International Sunport

The Albuquerque International Sunport is the primary commercial airport in New Mexico, and it provides commercial air service to the traveling public in approximately 75% of the state, as well as southern Colorado and western Arizona. The Sunport is administered by the City of Albuquerque Aviation Department. The runways at the Sunport are shared with Kirtland Air Force Base (KAFB) through a lease agreement with the U.S. government. KAFB military air operations are primarily with the 58th Special Operations Wing and the New Mexico Air National Guard. Aircraft rescue and firefighting services for the airport are provided by KAFB.

Albuquerque International Sunport is served by eight major carriers: American Airlines, Continental Airlines, Delta, Frontier, Northwest/KLM, Southwest Airlines, United Airlines, and US Airways, and six regional and commuter carriers: Shuttle America, Horizon Air, Mesa Airlines, Skywest Airlines, Great Lakes Airlines, and Express Jet (service starting in spring 2007).

During 2005 the Sunport handled over 6,470,000 passengers with an average growth per year of 2% for the last fifteen years. The Sunport's freight center moved over 166,000,000 pounds of cargo in 2005. During the same period the Sunport averaged over 530 takeoffs and landings per day, for an annual total of 196,219 of which 74,834 were by major airlines, 47,732 by commuter airlines, 29,983 by military aircraft, and 43,670 by general aviation aircraft.

The Sunport has four runways:

Runway Designation	Orientation	Length	Width	Usage
08-26	East-West	13,793′	150′	Air Carrier
03-21	NE-SW	10,000′	150′	Air Carrier
17-35*	North-South	10,000′	150′	Air Carrier
12-30	NW-SE	5,000′	150′	Gen. Aviation

* This runway is proposed to be vacated and closed pending study

Future Aviation Projects

The City of Albuquerque has completed an Airport Master Plan Update (2004) for Albuquerque International Sunport. The Airport Master Plan identifies short range, intermediate range and long range project proposals for the airport. Please refer to the Airport Master Plan for a complete and comprehensive list of projects planned for this airport

(available on the City of Albuquerque website www.cabq.gov).

Included only for informational purposes are several of the proposed projects in Table 6-1.

In addition, the Kirtland Air Force Base and the Mid-Region Council of Governments are collaborating to conduct a Joint Land Use Study (JLUS) for KAFB and the Sunport. The objectives of the JLUS are to 1) encourage compatible land-use planning between KAFB, the Sunport, and surrounding communities to safeguard the military missions as the region's growth occurs; 2) address other community growth issues such as future transportation infrastructure requirements and the economic impact of KAFB on the metropolitan region; and 3) provide recommendations for City, County, or State legislation or ordinances which will provide additional direction for municipal planning. The JLUS is scheduled to commence in 2007, as a result any projects recommended (those that would require MPO approval) would need to be incorporated into the MTP and TIP through the amendment processes at a later date. Table 6-2 reflects planned MTP and TIP projects related to the International Sunport.

Intermodal Connections

Passenger transportation to and from the Sunport terminal is via Sunport Boulevard which has a direct connection to I-25 and access to Yale Boulevard and Girard Boulevard. ABQ Ride provides fixed route bus service to and from the Sunport terminal. The city Aviation Department, through a vendor contract and agreements with all car rental companies, provides a common shuttle service to all car rental company lots. In addition, taxi cabs, shuttles, and hotel/motel courtesy vehicles provide additional ground transportation. By the end of 2007 the New Mexico Rail Runner will begin service to the Bernalillo

Table 6-1 ▶ Federally Funded & Major Projects for Albuquerque International Sunport

Funding Agency	Amount	Project
FAA & PFC	$25,100,000	Terminal Apron Rehab./Repl. Phases I & II
PFC & ACF & RB	$13,767,000	Terminal 1, 2 & Communication Ctr. Rehab.
PFC	$565,000	Terminal Curbs (skycap area) Moderniz.
PFC & ACF & RB	$6,244,040	Mechanical Systems Improvements
RB	$483,000	Electrical System Improvements
PFC	$3,851,210	Flight Info. Displays & Baggage Info. Disps.
RB	$1,033,680	IT/Security Strategic Plan Improvements
PFC & RB	$568,800	Baggage Claim Area Restroom Rehab.
PFC	$340,000	Elevator, Escalator System Upgrade
PFC	$6,973,485	Proj. Design, Testing & Construction Admin.
FAA	t.b.d.	South General Aviation Ramp Replacement
FAA	$12,302,592	Security Checkpoint
FAA & PFC	$3,000,000	Taxiway E Resurfacing & Reconstruction
FAA & PFC	$785,500	Runway Closure Costs (pending study)
ACF	$1,250,000	Demolish old Fl. Serv Sta. & Concourse C
ACF	$11,500,000	Sunport Hangar Design & Construction
ACF	$4,500,000	Foreign Trade Zone Infrastructure
FAA & ACF	$9,449,339	South General Aviation Apron
FAA & ACF	$18,263,785	Air Cargo Apron Expansion

ACF = Airport Capital Fund
FAA = Federal Aviation Administration
PFC = Passenger Facility Charge (derived from $3 charge on tickets for flights from Albuquerque)
RB = Revenue Bonds

Table 6-2 ▶ Planned MTP & TIP Projects Related to Albuquerque International Sunport*

Project Number	Project Name
#345.1	Albuquerque Modern Streetcar
#394	University Boulevard Extension (Mesa del Sol to Rio Bravo)
#437	Sunport Boulevard Extension

**see Appendices for complete list of projects*

County/International Sunport (Rio Bravo) Rail Runner station; bus/shuttle service is being planned to link the Sunport with the station. Future ground transportation to and from the airport would also be provided by the proposed Albuquerque Modern Streetcar project utilizing the Sunport Boulevard-Yale & University Boulevards-Central Avenue corridor to downtown.

Future roadway projects improving ground transportation to the Sunport include an extension of Sunport Boulevard westward to Broadway (NM 47) to facilitate improved access to the terminal area by providing a link to an alternate direct north-south route to downtown Albuquerque. Also included is an extension of University Boulevard southward to the proposed Mesa del Sol development. This project will improve access to airport facilities on the south side of the airport.

Freight transportation to and from the Sunport is provided by University Boulevard and several access roads off of University Boulevard with two interchange connections to I-25. Kirtland Air Force Base has its own network of roads providing military access to the southern portion of the airport. Freight can also move to Kirtland Air Force Base via a railroad spur line along the southern portion of the airport.

2. Double Eagle II Airport

This is a general aviation airport located on the west side of the city at the top of "Nine Mile Hill" west of Petroglyph National Monument. There are approximately 240 based aircraft and approximately 140,000 annual operations comprised of training flights, military flights, air ambulance, charter, private and corporate flights. A full scale Instrument Landing System is available for runway 22. Double Eagle II Airport is owned and operated by the City of Albuquerque Aviation Department. In May 2000 Eclipse Aviation selected the airport as its site to manufacture business jets and their first facility is scheduled to open in August 2007 with full operations moving to DE II in 2010.

Double Eagle II Airport has two runways:

Runway Designation	Orientation	Length	Width	Usage
04-22	SW-NE	7,398	100′	Gen. Aviation
17-35	North-South	5,999′	100′	Gen. Aviation

Future Aviation Projects

The City of Albuquerque has an approved Airport Master Plan (2003) for Double Eagle II Airport. The Airport Master Plan identifies short range, intermediate range and long range project proposals for the airport. Please refer to the Airport Master Plan for a complete and comprehensive list of projects planned for this airport (available on the City of Albuquerque website www.cabq.gov).

Included only for informational purposes are several of the proposed projects in Table 6-3.

Intermodal Connections

Ground transportation to Double Eagle II Airport is provided by highway utilizing the I-40 & Central Avenue interchange (Exit #149) and Paseo del Volcan East (also known as Double Eagle II Road). This roadway currently provides the primary means of surface transportation to and from the airport. In

Table 6-3 ▶ Federally Funded & Major Projects for Double Eagle II Airport

Funding Agency	Amount	Project
FAA & ACF	$1,900,000	Midfield Taxi Lane/Apron/Lighting/etc. Ph 2
NM State	$50,000	Midfield Taxi Lane/Apron/Lighting/etc. Ph 2
FAA & ACF	$3,400,000	Control Tower
ACF	$5,500,000	TVI Development Lease Facility
FAA & ACF	$2,157,895	Airfield Maintenance Building (75% elig.)
FAA & ACF	$10,594,737	Runway Extension (t.b.d.)
FAA & ACF	$4,387,805	Construct Crosswind Runway
US Dept. of HUD	$201,184	Electric & Gas Distribution System
FAA	$868,415	Environ. Assessment for Runway Extension
NM State	$91,802	Environ. Assessment for Runway Extension
US Dept. of Comm.	$500,000	Storm Water Infrastructure
US Dept. of Comm.	$1,000,000	Telephone Infrastructure for Aerospace Pk.

**ACF – Airport Capital Fund*
**FAA – Federal Aviation Administration*

addition ABQ Ride has indicated possible future service to Double Eagle II Airport as need develops. The Airport Master Plan has identified the rehabilitation of Paseo del Volcan East as a priority project for airport development. The City of Albuquerque has programmed this project as shown in Table 6-4.

Additionally, the NMDOT is in the process of acquiring right-of-way for a western alignment of a major arterial highway (known as Paseo del Volcan West). This highway as proposed, will connect I-40 to the northern section of Paseo del Volcan West at Southern Boulevard and US 550; it would skirt the west side of the airport thus providing additional access to the airport facility. The right-of-way purchase and several road construction projects have been planned (see Table 6-4). Also, the City of Albuquerque is proposing to study building a major arterial highway connecting Paseo del Volcan West (Double Eagle II Road) with the northern section of Paseo del Volcan at Southern Boulevard and US 550. This alignment would provide arterial highway access to the main entrance of the airport.

As various sections of the Airport Master Plan are implemented (ie. development of corporate hanger complex, fixed base operations sites, etc.), certain modifications to roadways and access routes to and around the airport may need to be considered to support more efficient access to these areas in the future.

3. Mid-Valley Airpark

This is a small general aviation facility located just south of Los Lunas alongside the railroad tracks and highway NM 314 which provides ground access to the airport. It is owned and operated by the Mid-Valley Property Owners and is open to the public. Although the airport is located south of the village, outside the AMPA and primarily serves the residents of Mid-Valley Property Owners it does provide a general aviation facility for the residents of Los Lunas and the surrounding area. There are approximately 130 based aircraft, and aircraft operations average 33 per day of which 83% is local general aviation, 16% is transient general aviation and less than 1% air taxi.

Mid-Valley Airpark has one paved runway:

Runway Designation	Orientation	Length	Width	Usage
18-36	SSW-NNE	4,340′	37′	Gen. Aviation

Table 6-4 ▶ Planned MTP & TIP Projects Related to Double Eagle II Airport*

Project Number	Project Name
#70	Paseo del Volcan Right-of-Way Acquisition
#406	Double Eagle II Road/Paseo del Volcan (East) Road Rehabilitation
#418.1	Paseo del Volcan Northern Section Stage II
#418.2	Paseo del Volcan Construction I-40 to Unser Blvd
#622	Paseo del Volcan & Double Eagle II Road Connection Study

**see Appendices for complete list of projects*

Future Aviation Projects

There are no known plans for major airport improvements. Geographic constraints limit the extent of any significant improvements and therefore any undertaken would have very little impact on air transportation in the metropolitan area.

However, any studies regarding construction or expansion of roadways near the airport (such as project 537, Morris-Miller Road Corridor & New River Crossing) will need to consider any potential impacts on the airport.

4. Sandia East Airpark

This is a small general aviation facility located east of the Bernalillo county line, outside the AMPA, in Edgewood. It is owned and operated by Sandia Airpark Estates and is open to the public. Although the airport primarily serves the residents of Sandia Airpark Estates, it does provide a general aviation facility for the residents of Edgewood, far eastern Bernalillo County and the surrounding area. There are approximately 60 based aircraft, and aircraft operations average 38 per week of which 50% is local general aviation and 50% is transient general aviation.

Sandia East Airpark has one paved runway:

Runway Designation	Orientation	Length	Width	Usage
09-27	East-West	5,280′	30′	Gen. Aviation

Future Aviation Projects

There are no known plans for major airport improvements at Sandia East Airpark. Any likely improvements at this time would have very little impact on air transportation in the metropolitan area.

5. Sandoval County Airport Feasibility Study

Sandoval County will be conducting a study to determine the feasibility of constructing a general aviation facility in the county including the identification of possible locations. The county has secured $100,000 of earmarked Federal funds from the Federal Aviation Administration for the study. The study is expected to be completed in the next few years. Although the airport will most likely be located outside the AMPA, it would serve general aviation needs of Rio Rancho and the surrounding area.

Air Travel Scheduling and Affordability

For the purposes of this MTP, an analysis of scheduled passenger air travel was not undertaken due to the complexity and nature of scheduled passenger air service. It is adequate to state that collectively, all air carriers serving Albuquerque International Sunport have frequent daily flights to many airports throughout the country including flights to hub airports with connecting service worldwide. Furthermore, due to the current structuring of air fares by commercial carriers, the cost of air travel greatly fluctuates based on date and time of travel, timing of seat reservations, and other factors. Therefore, cost of air travel to any one city from Albuquerque varies from low cost, affordable air fares to higher cost fares. Travelers must perform a price comparison analysis based on their individual travel needs.

B. Intermodal Connectivity

Each public transportation mode includes specific information on intermodal connections. However, there is certain intermodal information applicable to all public transportation modes.

Alvarado Transportation Center

Albuquerque has a central transportation facility, the Alvarado Transportation Center (ATC), which serves as a focal point for most passenger ground transportation systems, thus providing easy intermodal connectivity. The ATC is actually a complex of several neighboring buildings on the same block all within easy walking distance to most locations downtown. The ATC is the main depot and/or stop for: ABQ Ride bus transit (including buses to and from Albuquerque International Sunport), the Downtown Shuttle, ABQ Ride commuter bus routes, ABQ Ride Rapid Ride service, Amtrak, New Mexico Rail Runner commuter trains, New Mexico Park & Ride buses, and all but one intercity bus company. The proposed Albuquerque Modern Streetcar system would use the ATC as a downtown stop. Taxi services and shuttles also serve and use the ATC.

Automobile and Transit Connections

Automobile access to public transportation is provided by park and ride lots at stops along transit routes. Given the lower residential density and patterns of development in much of the metropolitan area, park and ride service will continue to be a feasible method of transit for many commuters. Service is usually provided only during peak commuting hours. Amenities for commuters should include a well lighted, safe and secure parking facility with a comfortable waiting area. Albuquerque has several park and ride lots providing connections to ABQ Ride bus routes, local and Rapid Ride buses, New Mexico Park and Ride routes, and New Mexico Rail Runner stations. In addition, several new park and ride locations and new commuter shuttles are planned. Proposed park and ride projects are discussed further in the Intercity Regional Surface Transportation and Metropolitan Area Transit sections.

Bicycle, Pedestrian Access and Transit Connections

Pedestrian accessibility to public transportation varies by route and location. Some transit stops have excellent pedestrian access, particularly in the core city areas such as downtown, Central Avenue, etc. while other areas have substandard sidewalks or no sidewalks at all. (Refer to the Bicycle and Pedestrian Section of this MTP and the map *Pedestrian Composite Index for the AMPA: A Preliminary Analysis of Class 3 and 4.)* The ease or difficulty of pedestrian accessibility to public transit routes and stops affects the public's use of transit. Not surprisingly, many of ABQ Ride's most heavily utilized transit routes are in areas with a high level of pedestrian access.

Amenities for transit riders vary by route and location. Amenities range from stops with only a bus stop sign, stops with a bench, stops with bus shelters, to full transit facilities such as the ATC. The availability and quality of amenities for riders is often a factor in transit ridership. Any location where riders wait to transfer between routes may be areas of particular concern.

Bicycle and transit connections are available in the Albuquerque area. Most ABQ Ride buses are equipped with bicycle racks and the New Mexico Rail Runner trains allow bicycles in each car. Amenities for transit-bicycle riders are sparse in the area. Particularly absent are sufficient numbers of secure storage facilities for bicycles which would allow riders to "park" their bike in a safe and secure location.

Handicap Accessibility to Public Transportation

Accessibility to public transportation by handicap individuals is dependent upon a variety of factors. Accessibility of the public transportation vehicle itself, ease of accessibility of the location to embark and disembark, and the capabilities of the individual. Many facilities within the area are fully accessible and in compliance with the Americans With Disabilities Act (ADA) such as Albuquerque International Sunport, the Alvarado Transportation Center, New Mexico Rail Runner trains and stations, and other newer facilities. Many buses serving the metro area are also accessible; those that are not are being replaced with accessible buses as part of the various bus replacement plans. In addition as older infrastructure is reconstructed or rehabilitated, compliance with ADA requirements is undertaken.

For individuals with extraordinary needs, various transit providers and social service agencies provide transportation tailored to the needs of groups of individuals. (Refer to the Human Services Transportation section.)

Bicycle, Pedestrian & Transit Connections – Future Planning

Planning, development review, zoning, and implementation of capital projects throughout the metropolitan area are conducted by the various municipalities. It is encouraged that all planning and development agencies throughout the metropolitan area should begin, or continue, to coordinate planning of bike routes and pedestrian facilities with transit.

Other areas for consideration include:

- Building sidewalks in new residential areas throughout the metropolitan area
- Repairing/building sidewalks in redevelopment areas
- Include sidewalk construction/repair in roadway capital projects and modify as necessary to fully comply with Americans With Disabilities Act (ADA)
- Conduct an inventory of all amenities currently in place for transit riders and analyze their purpose and use
- Place and/or relocate transit amenities to high use areas, especially transfer locations
- Provide bus lockers at certain transit stops where higher levels of bike ridership exists and in park and ride lots near existing and proposed bike routes
- Provide full service bike station (ie. secure storage, showers & changing areas) at certain transit stops where high levels of bike ridership exists
- Investigate successful efforts in other cities for integrating transit use with pedestrian and bicycle modes
- Review public transportation facilities, transit routes, vehicles, pedestrian access and other amenities for full compliance to the ADA, and plan projects as necessary
- Assure that all transit maps, schedules, and other information provide complete and accurate information regarding handicap accessibility and services.

C. Intercity and Regional Surface Transportation

The Albuquerque Metropolitan Area is served by two passenger train services: Amtrak and the New Mexico Rail Runner and several intercity bus systems. Regional bus service is provide by New Mexico Park and Ride, and Torrance County TOGO, with future commuter shuttle service planned by Los Lunas Transit, Shâa'srk'a Transit of Laguna Pueblo, and Sandoval County.

1. Intercity Long Distance Rail : Amtrak

Amtrak (National Passenger Railroad Corporation) provides long distance connections to Chicago, Kansas City and Los Angles with intrastate stops at Lamy (Santa Fe), Las Vegas (NM) Raton and Gallup. Service by Amtrak to and from Albuquerque is scheduled on trains known as the "Southwest Chief". Albuquerque is a "lay-over" stop for train operations producing an indirect benefit by allowing time for local

people to sell crafts on the train platform to passengers.

Intercity Rail Travel Long Distance Scheduling and Affordability

Although limited in schedule, Amtrak provides daily, affordable transportation to long distance destinations (see Table 6-5). Train fares are available at "coach" level with additional costs for optional sleeper compartments and roomettes. In addition, Amtrak has agreements in place which provide "Thruway Motorcoach Connections" to and from several stations (as noted below), thus giving Albuquerque regularly scheduled daily service to these locations.

- From Raton to Pueblo, Colorado, Colorado Springs, and Denver, CO
- From Lamy to Santa Fe
- From Albuquerque to Belen, Socorro, Truth or Consequences, Hatch, Las Cruces, & El Paso, TX
- From Flagstaff, AZ to Phoenix, AZ
- From Williams Junction, AZ (via railway) to Grand Canyon National Park
- From Kingman, AZ to Laughlin, and Las Vegas, NV

Long Distance Rail Intermodal Connections

Amtrak train station is part of the Alvarado Transportation Center (ATC) complex, which provides excellent connections to other modes of transportation including public transportation to and from Albuquerque International Sunport and connections with intercity bus service.

Future Intercity Rail Projects

At this time Amtrak has no immediate or long range plans to increase service through Albuquerque. However, the proposed Alvarado Transportation Center Phase III project will provide improvements to the Albuquerque Amtrak station (see Table 6-6).

Table 6-6 ► Planned MTP & TIP Projects Related to Intercity Rail*

Project Number	Project Name
#391.1	Alvarado Transportation Center Phase III

**see Appendices for complete list of projects*

NEW MEXICO RAIL RUNNER EXPRESS

2. Commuter Rail: New Mexico Rail Runner Express

New Mexico Rail Runner operations began July 14, 2006 with limited service and schedule. Initial service was implemented between three of the nine planned stations of Phase I between Downtown Albuquerque and Sandoval County/US 550 stations. By February 2007, service expanded south to Los Lunas and Belen. The Rail Runner is a project of the New Mexico Department of Transportation (NMDOT) in cooperation with the Mid-Region Council of Governments (MRCOG) as the implementing agency. Funds are provided for operations and

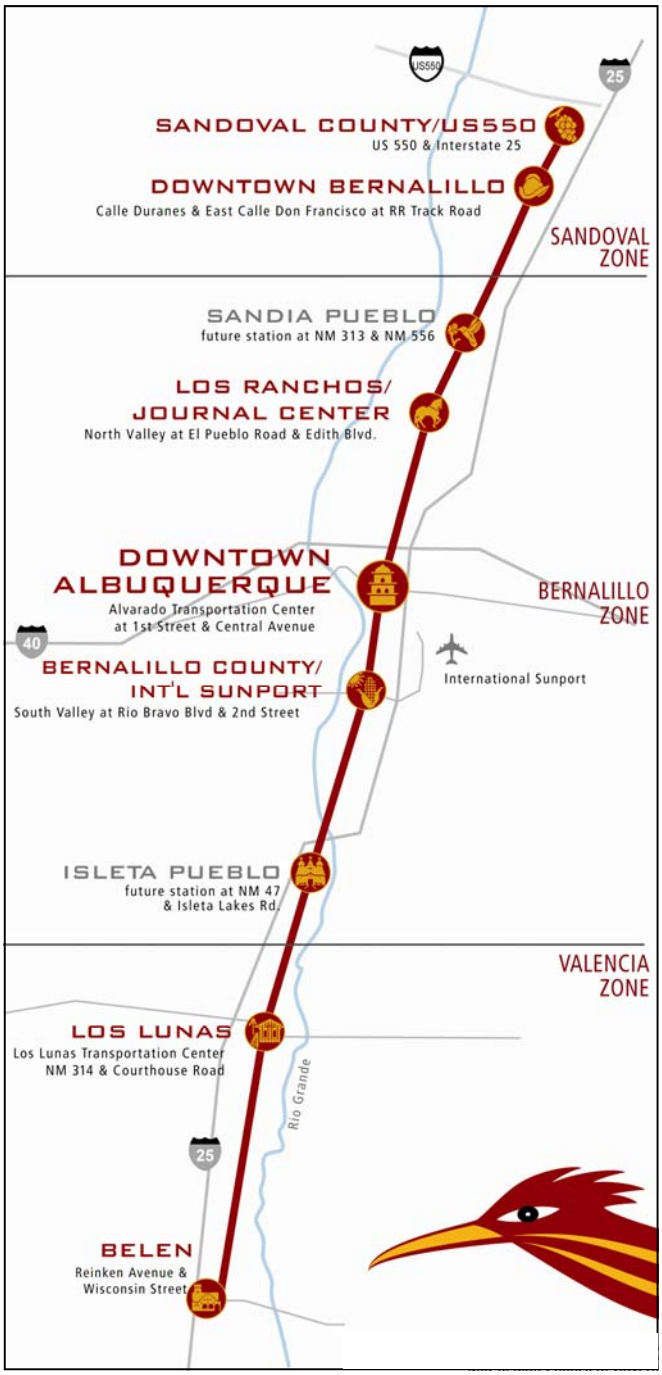
Table 6-5 ► Amtrak Service: Frequency and Affordability

Los Angeles	Kingman	Williams Jct	Flagstaff	Gallup	Albuquerque Arrive - Depart	Lamy	Las Vegas	Raton	Chicago
6:45pm	2:03am	4:20am	4:56am	8:41am	12:22 - 12:45pm	1:50pm	3:35pm	5:22pm	3:20pm
►►► Southwest Chief Train # 4 EASTBOUND DAILY Read Left to Right ►►►									
8:15am	11:36pm	9:23pm	8:41pm	6:58pm	4:05 - 4:35pm	2:24pm	12:38pm	10:56am	3:15pm
◄◄◄ Southwest Chief Train # 3 WESTBOUND DAILY Read Right to Left ◄◄◄									
$58	$55	$51	$51	$15	sample one-way coach fares from Albuquerque	$15	$21	$38	$110

NOTE: Information per April 2006 schedule; fares (as of 2006) may vary & change and are listed for informational purposes only.

maintenance of the rail line for three years. A funding plan for future years is being developed by MRCOG. General information is available at www.nmrailrunner.com or (505) 245-RAIL. Initial estimates of ridership predicted approximately 1000 passengers per day. After the first ten days of operation there were approximately 50,000 boardings due to a high level of interest. At the end of September (and approaching the end of the free fare period) the system averaged 2,800 boardings per day. On February 22, 2007 the Rail Runner boarded its 300,000th passenger.

As of March 2007 the Rail Runner serves most stations planned for Phase I from Belen in the south to Downtown Albuquerque and Sandoval County/US 550 at the north end. The schedule is designed around the work day to serve commuters. As the system expands and demand increases, additional trains may be added. Rail service does not operate on weekends and major holidays. However, service is occasionally operated and/or increased for special events and holidays (Balloon Fiesta, Christmas weekend shopping, etc.).



New Mexico Rail Runner Express System Map

Commuter Rail Scheduling

In order to encourage ridership and to familiarize the people of New Mexico with commuter rail service, the Rail Runner waived fares for the first three months between Albuquerque and Sandoval/US 550 and later between Albuquerque and Belen with the opening of the Los Lunas station. After the waived fare period, introductory fares were implemented. Regular fares (see Table 6-7) began April 1, 2007 and are based on travel within and between zones. Rail Runner fares include free transfer to ABQ Ride buses. New Mexico Park & Ride pass holders can transfer to the Rail Runner for free.

Commuter Rail Intermodal Connections

A major train station and destination for the Rail Runner is the Alvarado Transportation Center (ATC) complex, which provides excellent connections to other modes of transportation including public transportation to and from Albuquerque International Sunport. Connections to ABQ Ride buses are available at the ATC and Los Ranchos/Journal Center stations. New Mexico Park & Ride provides connecting service to Santa Fe from the Sandoval County/US 550 station and NMP&R has extended a route into Rio Rancho to a park & ride lot at the Sandoval County Judicial

Table 6-7 ▶ Rail Runner Fares

Full Fare	One Zone	Two Zones	Three Zones
one-way	$1	$2	$3
day pass	$2	$3	$4
monthly pass	$35	$50	$65
annual pass	$350	$500	$650
Reduced Fare*	**One Zone**	**Two Zones**	**Three Zones**
one-way	$1	$1	$2
day pass	$1	$2	$3
monthly pass	$17	$25	$32
annual pass	$175	$250	$3325

** Reduced fares are available to senior citizens 65 and over, students between ages 10 & 18, and people with disabilities. Children under 10 free.*

Center. Also, in an agreement between the Mid-Region Transit District and the City of Albuquerque, ABQ Ride instituted a new commuter route from the Los Ranchos-Journal Center rail station to Rio Rancho, Intel and the Jefferson Street commercial corridor. Funding is provided through a separate agreement between Sandoval County, the City of Rio Rancho, and New Mexico Rail Runner Express. Los Lunas Transit started shuttle bus service at the Los Lunas station (see Los Lunas Transit section). The University of New Mexico has implemented UNM Shuttle service between the ATC and Las Lomas Road & Yale Boulevard on the UNM campus. Private shuttle service has also been implemented between the rail stations and some casinos.

New Mexico Rail Runner Express Bicycle Commuters

Preliminary planning has begun for shuttle service between Albuquerque International Sunport and the Bernalillo County/International Sunport (Rio Bravo) rail station. Sandoval County is planning two bus routes that will connect to the Sandoval County/US 550 Rail Runner station (see Sandoval Easy Express section). ABQ Ride's Short Range Transit Plan has identified several potential bus route extensions and modifications to serve commuter rail stations. The Albuquerque Modern Streetcar would also provide a direct connection from the Alvarado Transportation Center to Albuquerque International Sunport in addition to major activity centers along Central Avenue. When the proposed Montaño Rail Runner station opens (see Future Commuter Rail Projects below) connecting bus and/or express bus service may be planned.

Several bike projects are planned by local municipalities. Both the Village of Los Lunas and the Town of Bernalillo have several bike route/trail projects in long range plans which will have the effect of increasing bicycle connectivity to the commuter rail line. In particular, proposed bike lanes on US 550 from NM 528 to the eastern Bernalillo town line will serve the Sandoval/US 550 station. Other bikeway projects proposed include: Rio Bravo Blvd. bike trail from I-25 to University Blvd., and a bike trail serving Bernalillo County/International Sunport rail station from South Diversion Channel.

Trains come equipped with bicycle racks so one can ride a bike to and from each station. Each train can accommodate up to 12 bicycles. While each passenger car has space dedicated for two bicycles (for a total of four per train) additional space in the areas reserved for wheelchairs may be available if those areas are not being utilized. Valid Rail Runner tickets allow boarding of a standard style bicycle at no extra cost. Also, bicycle racks are located at each train station.

Future Commuter Rail Projects

Phase I of the Rail Runner project is nearly complete. One station, Bernalillo, will be opened by the end of May 2007. The two remaining stations (Sandia and Isleta) are projected to be completed by late 2007.

Phase II of the commuter rail project will extend the system to Santa Fe. Phase II will utilize the existing Burlington Northern & Santa Fe rail line recently purchased by the State of New Mexico, and a portion of the Santa Fe Southern rail line. The Albuquerque-Santa Fe Transportation Corridor Alternatives Analysis identified several alternate routes for this section. The selected route will utilize the existing railroad tracks from Bernalillo northward under I-25 and around La Bajada. Then, on newly constructed track, the route will utilize the right-of-way of I-25 beginning approximately at the I-25 rest area to the proposed connection with the existing Santa Fe and Southern tracks south of St. Francis Drive. Right-of-way purchase began in early 2007. The planned schedule calls for the system to be operational to Santa Fe by the end of 2008. Phase II construction is primarily located outside the AMPA and therefore, will not be carried in the Albuquerque TIP.

Also planned is the construction of a Rail Runner Station at Montaño Road. This will provide a stop serving the North Valley, Northeast Albuquerque and the Montgomery Boulevard corridor, and additional service for commuters west of the Rio Grande utilizing the Montaño Bridge. This project is partially funded and is in the early stages of development. Table 6-8 shows planned projects related to commuter rail.

Table 6-8 ► Planned MTP & TIP Projects Related to Commuter Rail*

Project Number	Project Name
#421.1	Commuter Rail Service Implementation
#422	Commuter Rail Quiet Zones
#423	Commuter Rail - Montaño Rail Runner Station
#445	Commuter Rail Operations & Maintenance
None**	Commuter Rail Stage II, Bernalillo to Santa Fe
#403+404	Sandoval County Deviated Fixed Bus Route Service
#405	Sandoval County Transit Facilities
#409	Sandoval County Demand Response Bus Service
#540	Commuter Rail Transit Connections
#596	Los Lunas Transportation Center
#598	Los Lunas Rail Runner Shuttle
#619	Bernalillo Rail Runner Station Entrance Road

**see Appendices for complete list of projects*
***Stage II is almost completely outside the AMPA and is listed for informational purposes only*

3. New Mexico Park & Ride (NMP&R)

This is a service of the New Mexico Department of Transportation which contracts for the operation of the service (currently provided by All Aboard America). NMP&R operates six routes, one in southern New Mexico and five in northern New Mexico. One route, the Purple Route, serves the Albuquerque metropolitan area providing commuter service to Santa Fe with direct and connecting service to Los Alamos. NMP&R also operates the US550 Shuttle connecting major activity centers in Rio Rancho to the Sandoval Rail Runner station.

NMP&R Scheduling and Affordability

The purple route operates 13 northbound trips and 12 southbound trips. Stops include the Alvarado Transportation Center, NMDOT District 3 Building at Del Rey Avenue NE at Pan American Freeway North, Sandoval County Judicial Complex at NM 528 and Idalia Road in Rio Rancho, and the Bernalillo Park & Ride lot on US 550 next to the Rail Runner station. Not all trips serve all stops. Sample one-way fares are $3.00 from Albuquerque-Bernalillo-Rio Rancho to Santa Fe and $6.00 to Los Alamos with monthly discount passes available. New Mexico Park & Ride pass holders can transfer to the Rail Runner for free.

NMP&R Future Service

The New Mexico Park & Ride is planning on providing service from the Moriarty and Edgewood areas into Albuquerque (see Table 6-9) as a congestion mitigation measure during the reconstruction of I-40 from Tijeras Canyon eastward. Locations of park and ride lots, destinations, and scheduling are in preliminary development. Depending upon ridership and future funding, there is a possibility this could develop into a permanent park and ride service. This will primarily serve residents in Torrance County, outside the AMPA with connections in Albuquerque.

Table 6-9 ▶ Planned MTP & TIP Projects Related to New Mexico Park and Ride*

Project Number	Project Name
#546	Moriarty & East Mountains Park & Ride Service

**see Appendices for complete list of projects*

4. Intercity Long Distance Bus Service

The Albuquerque metropolitan area is served by several commercial providers of intercity bus service. New Mexico Park & Ride provides commuter routes to Santa Fe with connections to Los Alamos and other northern New Mexico communities (see section above). Long distance bus transportation is provided by Americanos USA, El Paso-Albuquerque Limousine Express, Greyhound, and Texas-New Mexico & Oklahoma Coaches, Inc. (TNM&O).

Intercity Bus Scheduling and Affordability

Greyhound and TNM&O have several buses departing Albuquerque daily. Intrastate service is provided to several communities, among those are: Gallup, Grants, Las Cruces, Deming, Roswell, Tucumcari, Santa Fe, and Farmington. Interstate bus service continues to Denver, Los Angeles, El Paso, Oklahoma City, Las Vegas, Nevada & Chicago with connecting service to many locations in the United States, Canada and Mexico. Sample fares in early 2007 were: Grants & Gallup $17-$26, Santa Fe $15-$18, Roswell $35-$45, Las Cruces $21-$50, Tucumcari $30-$45, Farmington $30-$40, Las Vegas, NV $75-$80, Denver $40-$90, Los Angeles $70-$85, and Chicago $150-$180.

NMDOT Park and Ride Lot in Bernalillo

Americanos USA has several scheduled, daily bus routes departing Albuquerque to Denver, El Paso, Ciudad Juarez and Durango, Mexico. From Juarez connecting service is available to Mexico City and other locations in Mexico.

El Paso-Albuquerque Limousine Express provides daily service to Denver, Los Angeles, Las Vegas, Nevada, Las Cruces, El Paso, and Ciudad Juarez, Chihuahua, and Torreón, Mexico.

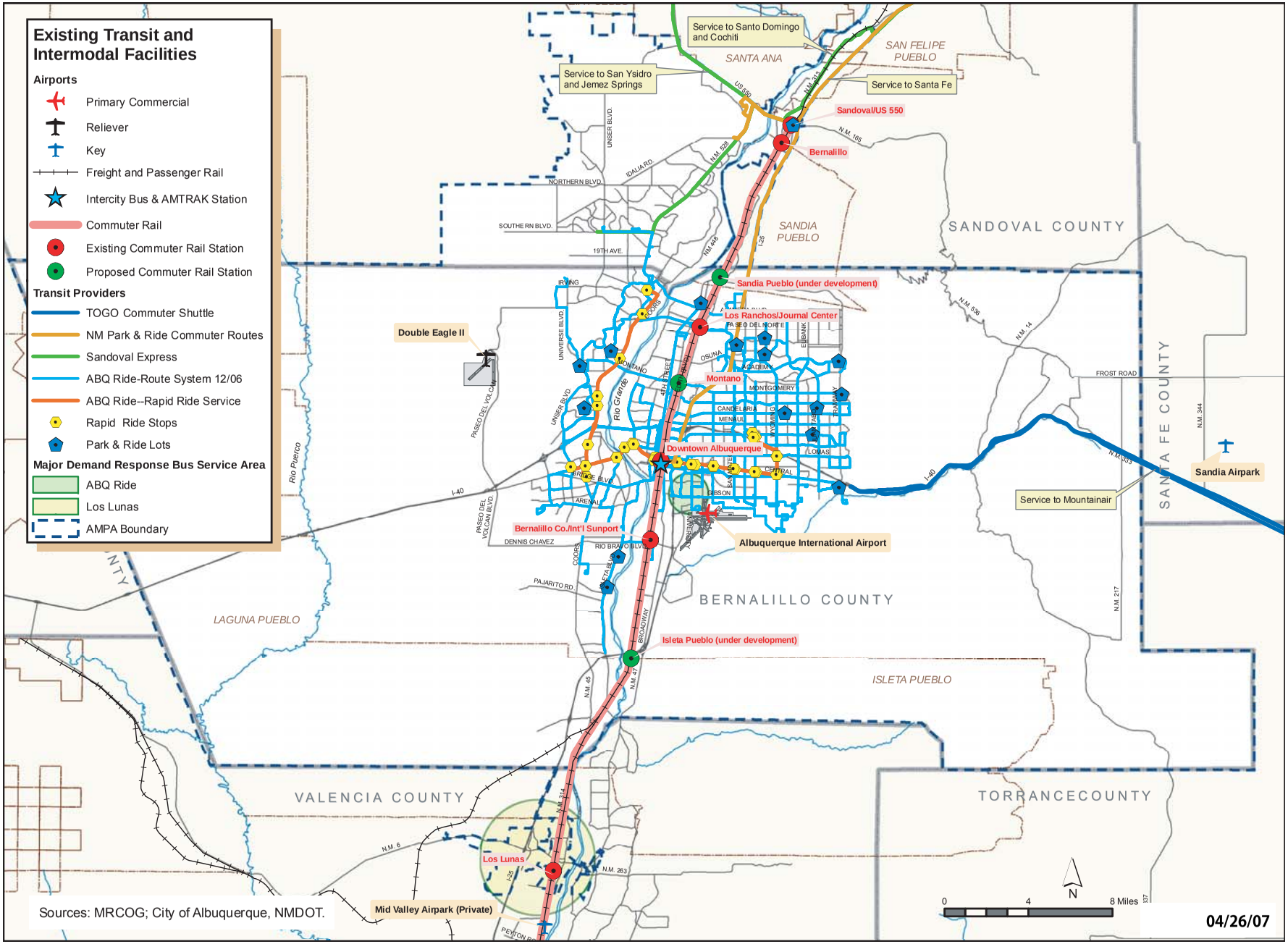
Intercity Bus Connections to Other Transportation Modes

All intercity bus companies, except El Paso-Albuquerque Limousine Express, utilize the Alvarado Transportation Center (ATC) providing connections to other intercity buses, Amtrak, New Mexico Rail Runner, ABQ Ride buses (including buses to the Sunport), taxis, and pedestrian access to downtown. The El Paso-Albuquerque Limousine Express is located on the Central Avenue bus routes with high frequency service to downtown and the ATC.

Future Intercity Bus Transportation

With the completion of the Alvarado Transportation Center as the major depot for intercity buses, there will be little change to intercity bus service. However, each bus company revises schedules and service from time to time to accommodate changes in ridership demand.

Map 6-1 ▶ Existing Public Transportation in the Albuquerque Metropolitan Planning Area - April 2007



Downtown Albuquerque.

D. Metropolitan Area Transit

Public transit in the Albuquerque Metropolitan Area is provided primarily by the City of Albuquerque's Transit Department (ABQ Ride) along with providers of commuter bus routes such as New Mexico Park & Ride, and Torrance County TOGO. The New Mexico Rail Runner also provides transit within the metropolitan area and will provide a connection to the Santa Fe metropolitan area. (See separate section on Commuter Rail.) This section provides information on all transit providers who operate or are planning to operate transit services within the AMPA.

1. City of Albuquerque Transit – ABQ Ride

The ABQ Ride Transit System serves the City of Albuquerque and portions of unincorporated Bernalillo County. The city has a fleet of 150 buses serving 21 high frequency routes, 15 commuter routes, one frequent service Rapid Ride route, and one Rapid Ride commuter route. The system has two bus maintenance facilities: the Yale or South Side Maintenance Facility located on Yale Boulevard and the Daytona or West Side Maintenance Facility in the Atrisco Business Park near Unser Boulevard and I-40. ABQ Ride serves an area of approximately 184 square miles and a population of 450,000. ABQ Ride provides approximately 34,000 daily weekday trips, 17,500 trips on Saturdays and 7,000 trips on Sundays.

The Transit Department has developed "Transit to the Future: Short Range Transit Plan 2006-2011 (SRTP)" to address needs in that time frame. (Available from the City of Albuquerque Transit Department, 100 1st Street SW, Albuquerque, NM 87102.) The SRTP addresses the system's history, financial status, service area demographics, assets, ridership, agency goals and objectives, service standards, alternatives for service 2006-2011 and marketing the transit system.

ABQ Ride - Ridership

Ridership has increased 13% since 1996. Ridership in 2001 exceeded 8,000,000 boardings during the reconstruction of the Big I (I-25 & I-40 interchange), followed by a decline after construction was completed, then increasing again to exceed 8,590,000 boardings in 2006. Monthly trip boarding averages are 650,000 for weekday service, 65,000 on Saturdays and 23,000 on Sundays.

In September 2006, ridership reached an all-time monthly high of 922,887 boardings. Total boardings are estimated to increase to 9,960,000 in 2007, an increase of over 2,000,000 boardings since 2005. According to ABQ Ride, ridership has increased 43% over the past two years and 50% over the past three years. The SRTP projects an annual growth in ridership of 1.4%. Compared to other metropolitan areas of similar size (from the National Transit Database), ABQ Ride averages 34 boardings per hour of service compared to the national average of 20 boardings per hour of service. In fact, 70% of ABQ Ride's routes average 30 boardings per hour of service or higher.

The busiest routes are located along the Central Avenue (Rt 66), Lomas Boulevard (Rt 11) and San Mateo Boulevard (Rts 140 & 141). The average monthly ridership in August 2005 for each route was 269,367; 46,014 and 66,318 respectively. In August 2006 the Central Avenue corridor (including Rapid Ride) had it highest ridership to date. Passenger boardings for route 66 alone, reached its highest level at 208,777 in August 2006, while Rapid Ride also reached its highest level at 143,795 boardings for the month.

ABQ Ride - Comparison With Similar Size Transit Markets

Table 6-10 compares ABQ Ride to other similar size transit markets. The data is compiled from the 2005 National Transit Database which is a uniform transit data reporting system. (Available at www.ntdprogram.gov/ntdprogram/) It should be noted that any review or analysis of data must take into consideration that service varies by frequency, fares charged, hours and days of operation, length of routes, geographic area served, and other variables which would affect any direct comparison.

ABQ Ride - Bus Fleet 2005

Based on the Federal Transit Administration's (FTA) guidelines, the SRTP makes note that 60% of the bus fleet has more than two years of service life remaining and 40% of the fleet is beyond their minimum service lives. The SRTP also noted goals for the bus fleet: a) replace vehicles within the guidelines of their expected normal service life, b) build a fleet with lower exhaust emissions by purchasing buses that use alternative fuels and c) only purchase low-floor buses for local service. In order to achieve these goals the Transit Department is developing a Fleet Management Plan and Fleet Replacement Schedule from which future, additional TIP projects may emerge.

ABQ Ride - Scheduling and Affordability

There are currently 37 bus routes provided by ABQ Ride each with its own schedule. Headways on buses range from 10 minute headways to 60 minute headways with some routes operating only during peak rush hours. Fares throughout the ABQ Ride system are $1 per ride-adult, 35¢ per ride-seniors, students & disabled with free transfers (the downtown circulator bus, D-Ride, is free). Monthly passes are available for $28 for unlimited rides throughout the month. Monthly passes, if used for only two rides per day for 20 days per month (40 trips), cost 70¢ per ride. ABQ Ride's fare structure is among the lowest in the country enabling most residents affordable access to transit services.

Table 6-10 ▶ ABQRide Comparison with Similar Size Transit Markets - 2005

		Service Area[2]		Annual Service Data		Cost Effectiveness[5]		Service Effectiveness[5]	
Transit Agency[1]	Num B.O.[4]	Mi[2]	Pop.	Ann. Pass. Miles	Ann. UPT[3] (Boardings)	Oper. Exp.per Pass. Mile	Oper. Exp. per UPT[3]	UPT[3]/Veh Rev. Hour	UPT[3]/Veh Rev. Mile
ABQ Ride	**150**	**224**	**598,191**	**21,387,302**	**7,876,527**	**$1.22**	**$3.13**	**30.15**	**1.86**
New Haven, CT	83	285	531,314	22,916,161	7,734,650	$0.99	$2.94	28.46	2.53
Syracuse, NY	131	180	402,267	23,895,892	8,171,621	$1.24	$3.56	27.35	2.27
Charleston, SC	49	231	423,410	11,543,570	1,090,851	$0.46	$4.85	16.14	1.33
El Paso, TX	121	219	674,801	57,693,651	12,605,143	$0.59	$2.65	23.31	1.87
Omaha, NE	99	226	626,623	15,499,763	4,671,454	$1.14	$3.75	16.74	1.22
Tucson, AZ	155	291	720,425	61,707,346	16,620,475	$0.66	$2.37	29.98	2.35
Baton Rouge, LA	71	281	479,019	16,358,940	4,810,436	$0.74	$2.45	27.51	1.72
Toledo, OH	149	202	503,008	24,878,940	5,688,718	$1.03	$4.38	20.55	1.49

Data shown in this chart does not include demand response bus service.
[1] Except for ABQ Ride, the transit agency is indicated by major city served not the agency's name.
[2] Service area statistics correspond to the transit agency's area of service which may not correspond to metropolitan-wide area statistics.
[3] UPT = Unlinked Passenger Trips (boardings), these are the number of passengers who board public transportation vehicles. Passengers are counted each time they board vehicles no matter how many vehicles they use to travel to their destination.
[4] B.O. = Buses Operated which in all cases is direct operation except in Charleston, SC.
[5] Effectiveness, for both cost and service, is dependent upon a variety of factors such as those listed in the paragraph above. In general, a higher number indicates greater "Service Effectiveness", and a lower dollar figure indicates greater "Cost Effectiveness".

ABQ Ride – Primary Destinations

The SRTP has identified eight clearly defined destinations in the metropolitan area as specific markets for transit. They are:

1. Kirtland Air Force Base/Sandia National Laboratories/U.S. Dept. of Energy/U.S. Air Force Research Laboratories which, combined, have over 22,000 employees.
2. Downtown Albuquerque with large concentration of employers & offices and its redevelopment into a cultural and entertainment destination.
3. UNM area with 25,000 students and several thousand faculty and staff.
4. Uptown in the vicinity of Coronado Mall, Winrock Center, ABQ Uptown and several large office buildings, hotels, restaurants and a developing mixed-use area.
5. I-25 & Jefferson Street Corridor from Montgomery Boulevard to Alameda Boulevard, an area of many businesses and commercial development.
6. Three Regional shopping malls, Coronado Mall and Winrock Center both in the Uptown area and Cottonwood Mall on the west side of the Rio Grande.
7. The "String of Pearls": Old Town, the Museums, the Zoo, and the Bio Park.
8. Medical Center complexes at Presbyterian Hospital, UNM Hospital and Sandia Lovelace/ Veteran's Administration Hospital.

ABQ Ride - Transit Service Structure

According to the SRTP the current services offered by ABQ Ride are as follows.

Bus Rapid Transit or Rapid Ride – This limited express or "Rapid Ride" service was introduced in December 2004, and expanded in 2005 to include late night weekend service and again in 2006 to serve Coors Boulevard during peak commuter periods. It utilizes 60' articulated, low-floor buses equipped with low-emission diesel-electric hybrid engines. The main service is on Central Avenue, the system's most heavily utilized transit corridor. The goal of this service is to decrease travel time through the corridor, therefore Rapid Ride stops are placed approximately one mile apart along the route. Buses are equipped with a traffic signal priority system that allows the bus to positively affect upcoming traffic signals. Central Avenue Rapid Ride service operates on a 10-minute headway, seven days a week from 6:00 am to 8:00 pm Mondays-Saturdays and Sundays 7:00 am to 6:00 pm. In the summer of 2005, Rapid Ride service expanded on Friday and Saturday nights to 3:00 am. This service, "Rapid After Dark," increased its ridership over 150% in the first four weekends of service. Rapid After Dark operates only during the summer months. In 2006, Rapid Ride was expanded to Coors Boulevard during peak commute periods. Buses operate during weekday rush hours.

In early 2007, ABQ Ride received six new, 60' articulated, buses for Rapid Ride expansion. In April 2007 the city announced a new Rapid Ride route which will run from Montaño Plaza to the UNM Hospital and Campus, utilizing Coors Boulevard, I-40, Rio Grande Boulevard, Lomas Boulevard, Girard Boulevard, Central Avenue and University Boulevard. (see Map 6-2.) The service will start July 2007 and run approximately every 15 minutes.

Commuter Routes – Commuter service typically operates weekdays during peak commuter periods in the morning and afternoon (approximately 6:00 am to 9:00 am and 3:00 pm to 6:00 pm). These routes travel between the suburban edges of the service area to major employment centers and downtown. There are fifteen commuter routes.

Express Routes – Express service also operates during the morning and afternoon commuter periods but makes no stops along major portions of the route. Express routes use limited access highways for the "closed door" portions of their routes in order to provide fast service from a few points of origin to a common destination. There are five express routes.

Local Routes – Local routes provide service throughout the day (from approximately 6:00 am to 9:00 pm with some routes operating past 9:00 pm) and have frequent stops. There are currently twenty

local routes.

Circulator Routes – Circulators operate in a very limited area using small buses or vans which connect to other routes. Currently the only circulator route is the D-Ride which is a free bus with seven-minute headways serving the downtown business district.

Deviated Route Services – Sometimes called "Flex Routes" this type of service is most efficient during off-peak periods when headways exceed 30 minutes. Buses follow a fixed route but are allowed to deviate from the route to pick up or discharge passengers. ABQ Ride currently does not offer this service but may consider this in the future.

Demand Response Service – Sometimes referred to as "Dial-A-Ride", this is a highly personalized level of service usually provided in a limited area or locations with low population density. Presently, ABQ Ride is operating a demand response service as a pilot project in the Kirtland Addition neighborhood near Gibson Boulevard and University Boulevard.

Paratransit – This is a door-to-door service for riders with physical disabilities. MINI RIDE provides paratransit service to the ABQ Ride service area under the Americans with Disabilities Act (ADA). In FY 2005 MINI RIDE carried 187,660 passengers or approximately 663 per average weekday. The total cost of service was approximately $4,600,000 which was offset by $330,744 in passenger fares with remaining costs covered by the City of Albuquerque, the Federal Transit Administration, and the State of New Mexico.

Park & Ride – ABQ Ride has seventeen park & ride lots in its service area. These are served by various combinations of local routes, Rapid Ride routes, and commuter routes.

Old Town Trolley – Operating during the summer months, this service utilizes a bus which looks like an old time trolley, to provide shuttle service from downtown Albuquerque to Old Town.

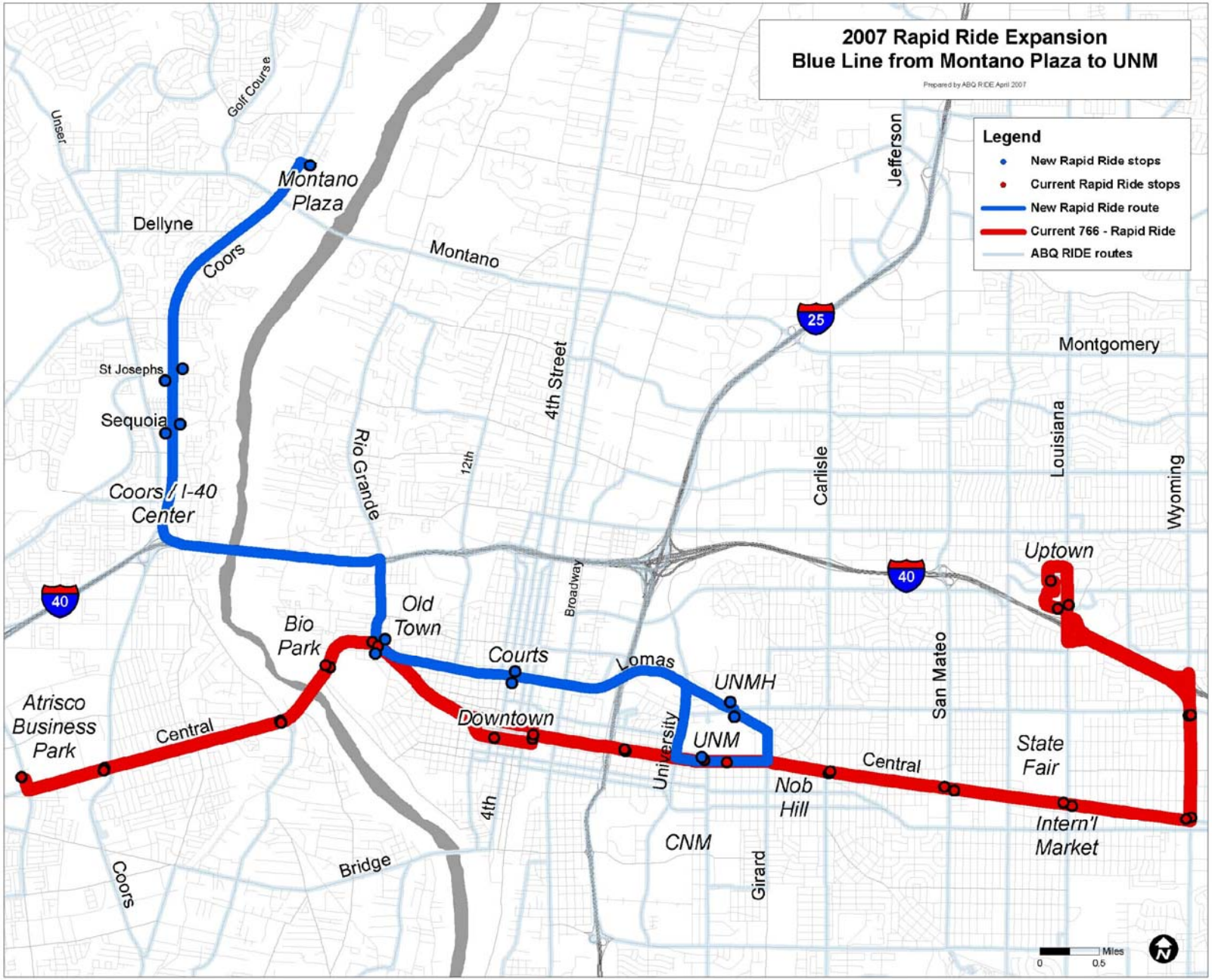
Guaranteed Ride Home (GRH) – This is an enrollment program that entitles every registered participant up to five free rides home per year when emergencies arise. The program helps to assure transit riders, carpool users, and those who commute by bicycle or walking, that they won't be stranded at work or school when unusual circumstances arise. The program operates only within the City of Albuquerque and most of Bernalillo County from Monday through Saturday 5:30 am to 10:00 pm and Sunday from 7:00 am to 7:30 pm.

ABQ Ride – Future Service Alternatives

Three scenarios for future level of service were developed in the SRTP.

1. No Build Scenario – this would maintain all current level of service with no provisions for new or expanded service. Although service levels would remain constant, economic factors such as inflation, increase labor costs and fluctuating fuel prices could necessitate additional funding to maintain current service levels.
2. City Scenario – this scenario addresses two specific needs: the continuing growth of the city and the improvement of overall system services. Three objectives guided the development of the "City Scenario." The first objective was to provide appropriate service to areas of the city currently underserved. This includes the majority of the west side of Albuquerque. The second objective was to utilize all river crossings and to develop new transit travel patterns to and from centers of employment, service or entertainment. The primary purpose of this strategy is to eliminate the Rio Grande as a barrier to transit service. Third, all existing routes were analyzed to determine what adjustments to service may be necessary. As part of the third objective ABQ Ride planning staff reviewed new and planned developments, both residential and commercial, with respect to anticipated transit needs.
3. Regional Scenario – this scenario is designed to meet the goals of the "City Scenario" as well as two additional goals. The first is to expand the transit service area to major employment and residential centers outside city limits. The second is to establish ABQ Ride as the major provider of transit services in the region. It is acknowledged

Map 6-2 ▶ Rapid Ride Route Expansion 2007



that regional transportation services will be further needed and refined with the establishment of commuter rail and the Mid-Region Transit District.

ABQ Ride – Rapid Ride Route Expansion (Local & Rapid Ride)

In early 2007 ABQ Ride received six new, 60' articulated buses for Rapid Ride expansion (see Map 6-2). In April 2007 the city announced a new Rapid Ride route which runs from Montaño Plaza to the UNM Hospital and Campus, utilizing Coors Boulevard, I-40, Rio Grande Boulevard, Lomas Boulevard, Girard Boulevard, Central Avenue and University Boulevard. The service will start July 2007 and run approximately every 15 minutes.

Depending on scheduling, funding and the availability of vehicles, there is potential for the further expansion of Rapid Ride service along any high capacity transit corridor. (Refer to section on High Capacity Transit Corridors).

ABQ Ride – Potential Route Expansion (Local & Rapid Ride)

The SRTP identified several possible other route extensions/expansion of service. However, most of these potential routes do not have funding identified and/or interagency agreements in place, both of which are prerequisites for implementation. It is recommended that local governments and agencies cooperatively examine the feasibility of implementing appropriate service along these routes.

- Rt 10 (4th Street line) extension to serve the Sandia Rail Runner station and Sandia Casino.
- Rt 10 (4th Street line) extension continuing from above, into Town of Bernalillo and the two Rail Runner stations there.
- New service on Broadway & Edith Boulevards.
- Extension of Broadway & Edith Boulevard line to Isleta Rail Runner station, Isleta Casino and Isleta Pueblo and possible continued extension of this line to Belen to serve the east side of the Rio Grande valley augmenting the Rail Runner service operating only at peak hours.
- New service on 12th Street from Barelas neighborhood to Comanche Road.
- Rt 36 extension to Cottonwood Mall to serve the North Valley.
- Continued Rt 36 extension through Corrales to NM 528.
- Rt 52 extension to serve Rail Runner stations and augment commuter rail service along the west side of the Rio Grande to Los Lunas and Belen.
- New service along South 4th Street and Trumbull Avenue to Wyoming Boulevard.
- Extension of Rt 66 service on Central Avenue to Paseo del Volcan & I-40 exit #149.
- Extension of the San Pedro line to serve the Sandia Casino.
- Service along University & Alexander Boulevards serving the Sunport with possible extension to serve Mesa del Sol in the future.
- Extension of the Universe & Rainbow Boulevards' line into Rio Rancho.
- Extension of the Coors Boulevard line into Rio Rancho to serve NM 528 and Santa Ana Casino.
- Extension of the Golf Course Road line into Rio Rancho.
- Institute service on Unser Boulevard from Rio Bravo Boulevard to Rio Rancho.
- New service in the 98th Street & Ladera Drive areas serving the west side of the city.
- New service along Rio Bravo Boulevard from I-40 exit #149 & Paseo del Volcan to Rio Bravo Boulevard serving the Bernalillo County/ International Sunport Rail Runner station and the Sunport.
- New cross-town service along Montaño Road & Montgomery Boulevard from Unser Boulevard to Tramway Boulevard.
- New east side cross-town service along Osuna & Academy Roads.
- New cross-town service along Irving & Alameda Boulevards with possible future extensions westward to Quail Ranch and eastward to the Sandia Peak Tram.
- New service along McMahon Boulevard serving the TVI campus and possible extension into Corrales.
- Expanded service along Paseo del Norte eastward to Tramway Boulevard and westward to Volcano

Heights and Double Eagle Airport.
- Implement commuter buses to the Northeast Heights via I-25 and various routes into the area.
- New cross-town service from Cottonwood Mall to Gibson Boulevard and Kirtland Air Force Base and Sandia National Laboratories.
- Modifications as necessary, to existing routes to accommodate the new routes.

ABQ Ride Long Range Considerations

High priority should be considered for expansion of service in the form of increased frequency and/or express/rapid bus transit for routes serving southwest Albuquerque, Coors Boulevard-NM 528 corridor, North Valley-4th Street corridor, and river crossing corridors at the Montaño, Paseo del Norte, Alameda, Barelas, and Rio Bravo bridges. A study of river crossings should include the potential for dedicated transit lanes to foster shorter transit commutes.

ABQ Ride is looking into the development of a long range plan for both facilities and operations. This will allow the city to begin early planning, analysis and identification of projects needed to meet future needs, maintain existing facilities, and protect and manage the investment in the transit system's infrastructure and

Table 6-11 ▶ Planned MTP & TIP Projects Related to ABQ Ride Transit Service*

Project Number	Project Name
#35.1	ABQ Ride – Park & Ride Facility Development
#37	ABQ Ride – Vehicles & Equipment Purchase (Revenue Vehicles)
#38	ABQ Ride – TDM – Transportation Demand Management
#44	ABQ Ride – Transit Enhancements
#46	ABQ Ride – Westside (Daytona) Transit Facility
#341	ABQ Ride – Transit Facility Rehabilitation
#345.1	Albuquerque Modern Streetcar
#391.1	Alvarado Transportation Center Phase III
#392	ABQ Ride JARC
#417	ABQ Ride – Transit Planning
#423	Commuter Rail - Montaño Rail Runner Station
none**	Commuter Rail Stage II, Bernalillo to Santa Fe
#429	ABQ Ride – Transit Security Equipment Upgrade
#430	ABQ Ride – Transit Technology Upgrade
#431	ABQ Ride – Bus Stop Facilities Improvements
#432	ABQ Ride – Transit Facility Rehabilitation
#433	ABQ Ride – Southwest Mesa Park & Ride
#497	ABQ Ride Fixed Route Expansions & Revisions
#540	Commuter Rail Transit Connections
#546	Moriarty & East Mountains Park & Ride Service
#560.1	Paseo del Norte Corridor Transportation Study
#571	Shaa'skr'a Transit Shuttle to Albuquerque
#611	ABQ Ride – New Freedom Program
#616	Coors Corridor Study

**see Appendices for complete list of projects*

***Stage II is almost completely outside the AMPA and is listed for informational purposes only*

assets. This includes identification of capital projects for facilities, buildings, bus shelters, etc. in order to plan for repairs and renovations which will eventually be needed and areas to review for any necessary expansions. Table 6-11 shows MTP and TIP projects related to ABQ Ride transit service.

ABQ Ride – Specialized Transit Services

Job Access & Reverse Commute (JARC) – This service by ABQ Ride actually has two separate components. Job Access service provides curb-to-curb transportation for qualified low income residents to get to a job or job training program. Since transportation can be a barrier to employment for low income residents, Job Access was developed to overcome transportation obstacles and help people get and keep jobs. The Reverse Commute program is a federally funded program that assists commuters whose transportation needs are outside of the normal service hours of the transit system. Many people have benefited from using JARC and have found it beneficial to bridge the transportation gap.

2. Los Lunas Transit

The Village of Los Lunas operates a public transportation system serving not only the village by much of Valencia County. Therefore, services are provided both within and outside the AMPA. Ridership in FY 2004-2005 exceeded 22,000, FY 2006-2007 is expected to exceed 28,000 and ridership for FY 2007-2008 expected to exceed 30,000.

Los Lunas Transit - Service Structure

In 2006, fixed route service to downtown Albuquerque was eliminated in favor of the pending Rail Runner commuter service. The entire system is presently a Demand Response service. Patrons schedule their service by calling 24 hours in advance allowing Los Lunas Transit to schedule and dispatch vehicles.

Los Lunas Transit - Bus Fleet 2006

Los Lunas Transit owns nine vehicles: four fifteen passenger buses and five vans with plans for the purchase of one more van and gradual replacement of each vehicle in the fleet as they age.

Los Lunas Transit – Planned Projects

In August 2006 a draft version of the *Village of Los Lunas Fixed Route Commuter Train Connector Alternatives* report was prepared by a consultant for the Mid-Region Transit District and the Village of Los Lunas. The study reviewed travel patterns, development patterns and demographics to determine the feasibility of various options for providing shuttle service to the Los Lunas station of the New Mexico Rail Runner. In addition, commuter service may be provided into Albuquerque during periods when there is no Rail Runner service. Five fixed route service options were identified; these are located both within

Table 6-12 ▶ Planned MTP & TIP Projects Related to Los Lunas Transit*

Project Number	Project Name
#596	Los Lunas Transportation Center
#597**	Los Lunas Public Transit Operations & Administration
#598**	Los Lunas Rail Runner Station Shuttle & Route to Albuquerque
#599	Los Lunas JARC
#601	Los Lunas Transit Bus Replacement Stage I
#603	Los Lunas Transit Vehicle Replacement Stage II
#604	Los Lunas Transit Vehicle Replacement Stage III

**see Appendices for complete list of projects*
***Project will be financially accounted for in STIP not TIP per agreement with NMDOT Transit & Rail Bureau but are listed here for informational purposes.*

and outside the AMPA:

- Option 1A: connecting to the "Y" commercial district (Heritage Park) direct route
- Option 1B: connecting to the "Y" commercial district via Carson Drive neighborhood
- Option 2A: connecting UNM Valencia Campus via the "Y" commercial district & route 1A
- Option 2B: connecting UNM Valencia Campus via the "Y" commercial district & route 1B
- Option 3: connecting to the Sand Sage Road area on the west side of Los Lunas

Service options 1B and 3 were recommended as the most feasible, near-term fixed route solutions. Both connect the most densely populated areas of the community and provide access to local public transportation and commercial areas. Los Lunas Transit has applied for Federal Transit Administration funding to implement this service. See Table 6-12 for Los Lunas' planned projects.

Los Lunas Transit – Specialized Transit Services

Los Lunas Transit is also applying for funds to provide transportation for disadvantage persons utilizing the Federal Transit Administration's Job Access Reverse Commute (JARC) program funds from the New Mexico Department of Human Resources' Temporary Assistance to Needy Families (TANF) funds. This will serve residents located both inside and outside the AMPA. This proposed service actually has two separate components similar to those described for ABQ Ride.

3. Pueblo of Laguna – Shâa'srk'a Transit

Shâa'srk'a Transit primarily serves the pueblo outside of the AMPA but occasionally provides service to the Bernalillo County portion of the pueblo. They currently provide demand response service with plans to implement a limited fixed route into Grants to link with the proposed Grants transit system. In addition they have applied for FTA 5311 funding for the purchase of a 25 passenger bus/van to implement service to link with ABQ Ride at a point along Central Avenue. This shuttle service when implemented in coordination with the Grants system will form a transit connection from Albuquerque to Grants (see Table 6-13).

4. Rio Rancho High Capacity Transit Feasibility Review

The City of Rio Rancho is in the very early stages of exploring a fixed route transit system such as a maglev. If pursued further, this could generate a project for inclusion into the TIP by amendment at a later date.

5. Sandoval Easy Express

Sandoval County Department of Public Works is planning to establish three commuter shuttle routes to be known as Sandoval Easy Express. The routes will primarily serve residents outside the AMPA but will extend into the AMPA serving Santa Ana Pueblo and connect with bus lines and the Rail Runner. The system would be operated by a commercial contractor with contract oversight administered by the Mid-Region Transit District. One route would extend from Jemez Springs to San Ysidro and along US 550 to the New Mexico Rail Runner station at US 550 and La Plazuela de Sandoval (Sandoval County Judicial Complex). The second route would extend from

Table 6-13 ▶ Planned MTP & TIP Projects Related to Shâa'srk'a Transit *

Project Number	Project Name
#571**	Pueblo of Laguna Shâa'srk'a Transit: Shuttle to Albuquerque

**see Appendices for complete list of projects*
*** Project will be financially accounted for in STIP not TIP per agreement with NMDOT Transit & Rail Bureau but are listed here for informational purposes..*

Table 6-14 ▶ Planned MTP & TIP Projects Related to Sandoval County Transit Proposals *

Project Number	Project Name
#403**	Sandoval County Deviated Fixed Route Service (Jemez & Cochiti)
#404**	Sandoval County Deviated Fixed Route Service (Cuba)
#405	Sandoval County Transit Facilities
#409	Sandoval County Demand Response Bus Service (t.b.d.)

**see Appendices for complete list of projects*
*** Project will be financially accounted for in STIP not TIP per agreement with NMDOT Transit & Rail Bureau but are listed here for informational purposes..*

Cochiti Lake and Peña Blanca to the Rail Runner station at US 550 . Once the Rail Runner begins operation to Santa Fe, the bus may utilize an intermediate rail station. The third route would reestablish the commuter route from Cuba also operating on US 550 to the Rail Runner station at US 550 and La Plazuela de Sandoval. In addition, Sandoval County will be planning and constructing a transit facility at US 550 and I-25 at the Rail Runner station to provide transit shelter and amenities for commuters and administrative offices; a park and ride lot for 200 cars at La Plazuela de Sandoval including amenities for commuters; and various transit shelters and amenities at several locations. All these projects are currently under development (see Table 6-14).

The county is also investigating the possibility of implementing "Demand Response" transit service in the Jemez Springs and Cuba areas, and/or service in the south central portion of the county in sections of the Placitas-Bernalillo-Rio Rancho areas.

6. Santa Ana Pueblo Transit Proposal

Santa Ana Pueblo will be receiving FTA 5311(c) funds to begin planning and development of a transit route or shuttle service connecting the community to the US 550/Sandoval County Rail Runner station and other locations identified in the planning process. As part of the development process, the pueblo will be seeking additional FTA funding for service implementation (see Table 6-15).

7. Torrance County Project Office TOGO Transit

Torrance County Project Office TOGO Transit operates a fixed route commuter service to the Central Avenue & Tramway Boulevard Park & Ride lot thus connecting the metropolitan area with neighboring Torrance County. Providing two morning and three afternoon commuter trips, TOGO serves commuters from Mountainair, Willard, Estancia, Moriarty, and Edgewood utilizing I-40 and/or old route 66 (NM 333). TOGO also provides services into the Albuquerque area (and Belen) for the elderly and disabled. They also operate a JARC program and provide transit for eligible clients under Temporary Assistance to Needy Families (TANF). Although operations extend into the AMPA, TOGO's service area is outside the AMPA therefore any requested Federal funding would not be part of this MTP.

8. Town of Bernalillo Transit Feasibility Review

The Town of Bernalillo is in the early stages of exploring a shuttle service from the Rail Runner stations and park and ride lots to the business district. If pursued further, this could generate a project for inclusion into the TIP by amendment at a later date.

Table 6-15 ▶ Planned MTP & TIP Projects Related to Santa Ana Pueblo Transit Proposal*

Project Number	Project Name
#658	Santa Ana Pueblo Transit Service

**see Appendices for complete list of projects*

E. High Capacity Transit Corridors

High capacity transit (HCT) corridors have been identified in several documents in the past few years. The *Alternatives Analysis Report for the Rapid Transit Project* noted the corridors identified in previous reports including the *Middle Rio Grande Connections Study* and the *Long Range High Capacity Transit System Map* adopted by MRCOG. Although there were some differences in specific areas identified and alternate routing, all previous studies identified the same basic corridors. However, previous studies identified these corridors prior to the establishment of the New Mexico Rail Runner, so intermodal connectivity with this mode of transportation was not previously identified. Additionally, Rapid Ride express bus service along Central Avenue and limited service along Coors Boulevard was implemented subsequent to these studies. The City of Albuquerque is also studying a proposed streetcar system for the Central Avenue & Sunport Corridors (see next section).

HCT Definition, Mode Selection & Recommendations

For the purposes of this document, the definition of HCT is any transit service capable of transporting large numbers of passengers. This includes but is not limited to: commuter rail, light rail, streetcars, bus rapid transit, high frequency bus service, and monorail or other innovative technologies.

The selection of the appropriate mode of high capacity transit and route selection in each corridor should be determined based on existing, planned and desired land uses, density of development, and their proximity to regional activity centers, employment centers, and major destination points. Any analysis must consider connections to other transportation modes to allow for an integrated public transportation system with easy and efficient transfers between modes. Funding for implementation, operations and maintenance of transit mode selected should be identified.

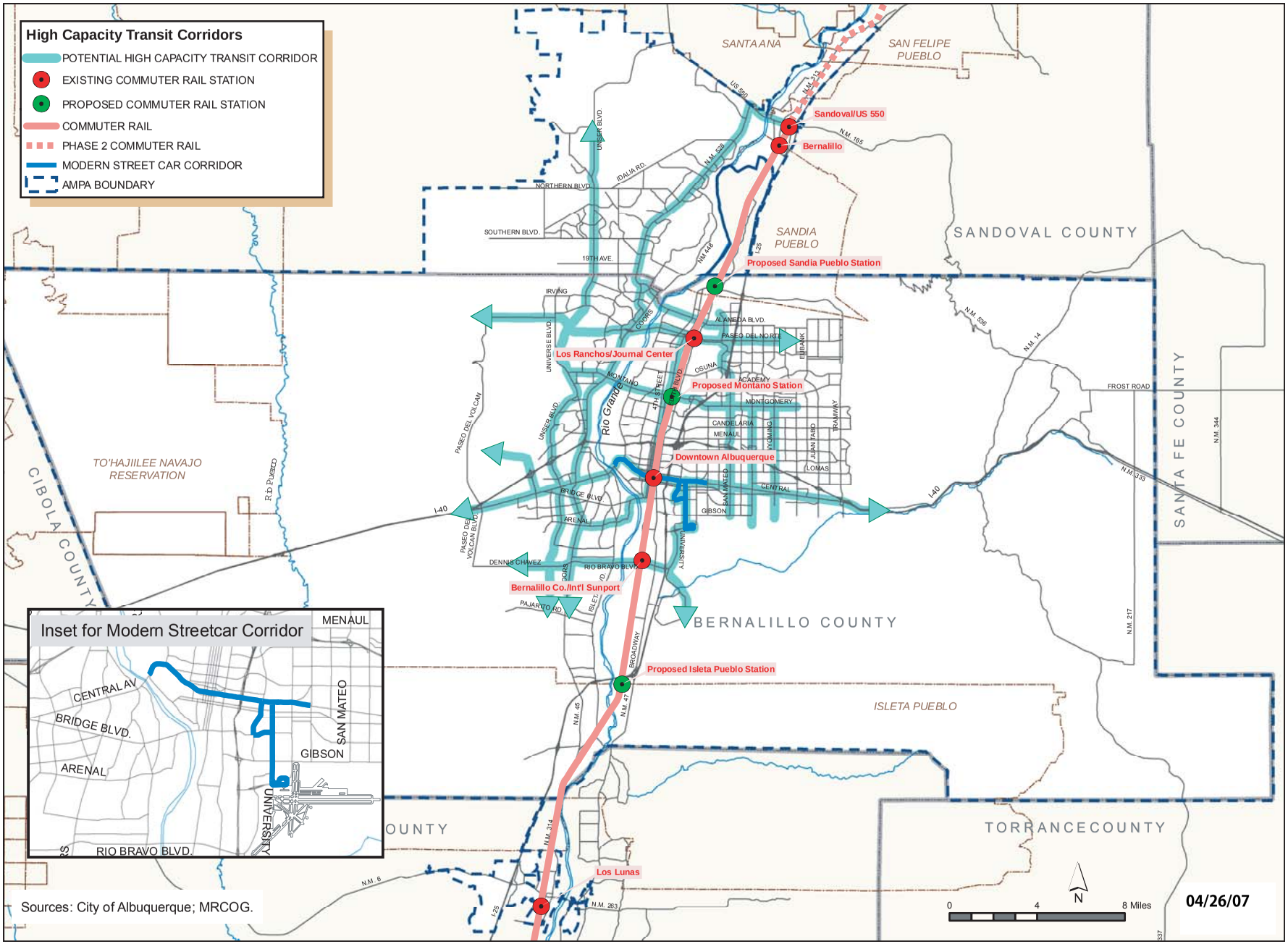
It is recommended that each corridor be studied for implementation of appropriate transit service, and extension of the corridors as development expands in the metro area. Implementation plans should identify desired changes to existing land use policies along the selected route(s) that may augment successful high capacity transit in the corridor. It is further recommended that local municipalities accommodate these corridors in their area and sector plans, development plan approval processes, other land use planning activities, and future capital programs as growth continues. Consideration should be given to preserving rights-of-way for transit use.

HCT Corridors

The corridors identified for this Plan and shown on Map 6-3 were selected based on service to major employment and activity centers and commuting travel patterns. This MTP carries forward the following basic corridors and recommends further study and analysis as noted above:

- Central Avenue Corridor connecting the commercial and higher density developments along Central with Albuquerque Bio Park, Old Town, downtown Albuquerque, the Alvarado Transportation Center, Presbyterian Hospital, the University of New Mexico & UNM Medical Center, Nob Hill, and the State Fairgrounds
- Northeast Corridor utilizing various alternate routes such as San Mateo, Louisiana, and Wyoming Boulevards from Gibson Boulevard & Kirtland Air Force Base to Uptown and Montgomery Boulevard or Paseo del Norte and connecting with the Los Ranchos/Journal Center Rail Runner Station and I-25 & Jefferson employment centers
- Southwest Corridor utilizing various alternate routes connecting Central Avenue and Coors, Isleta, Bridge, and Rio Bravo Boulevards, and Arenal Road and serving the Rio Bravo Rail Runner Station
- North Valley Corridor with route alternatives on 2nd Street, 4th Street, or existing railroad right-of-way
- Northwest Corridor serving the Rio Rancho Boulevard & NM 528 vicinity and connecting with Rail Runner stations, Intel, and with the I-25 & Jefferson employment centers and the Northeast Corridor

Map 6-3 ► High Capacity Transit Corridors for Further Study and Review



- Westside Corridor serving the Coors & Unser Boulevards commercial areas and connecting to several other corridors and the future location of downtown Rio Rancho
- Paseo del Norte Corridor connecting the Los Ranchos/Journal Center Rail Runner Station and I-25 & Jefferson employment centers, with the Westside, Northwest and Northeast Corridors and providing a transit corridor to far west developing areas
- Montaño Road/Montgomery Boulevard Corridor connecting the proposed Montaño Rail Runner Station with the Westside, Northwest and Northeast Corridors
- Mesa del Sol Corridor connecting the proposed Mesa del Sol development with the Rio Bravo Rail Runner Station, downtown Albuquerque and/or the University & Sunport transit lines
- Rio Bravo-Sunport Corridor connecting the Westside Corridor with the Rio Bravo Rail Runner Station and Albuquerque International Sunport

Albuquerque Modern Streetcar Project

In 2006, the City of Albuquerque chose a streetcar project as its preferred method of high capacity transit for the Central Avenue Corridor and Sunport connection. The city's stated vision and purpose of this project is *"..to allow Albuquerque to continue moving forward as a premier destination city by creating more walkable communities, connecting neighborhoods, stimulating the local economy, and providing a direct route from the Sunport to the Alvarado Transportation Center."* The city completed the *Alternatives Analysis Report for the Rapid Transit Project* (available at www.cabq.gov/transit/modernstreetcar.html or from the city Department of Municipal Development) and selected the streetcar as the alternative to move forward.

Proposed Modern Streetcar Route Alignment

The proposed eight- mile long streetcar route will serve some of Albuquerque's most densely populated neighborhoods and several activity centers such as the University of New Mexico, Presbyterian Hospital and historic Old Town and the museums (see Map 6-4). The main route corresponds with the city's most highly patronized bus routes, 66 & 766 which combined, exceeded 350,000 boardings in August 2006. Central Avenue was identified as one of the high capacity transit corridors in the previous *Long Range High Capacity Transit System Map* and continues to be identified as a high capacity transit corridor in this document. All streetcars will be low-floor vehicles allowing for easy and quick ingress and egress for wheelchairs, mobility challenged passengers, and passengers with bicycles.

Project Schedule

The project is underdevelopment by the city's Department of Municipal Development (see Table 6-16). Preliminary engineering for this project began in early 2006. Public information meetings began in September 2006. Further study of the project and identification of potential funding sources has delayed the schedule of the project. As of spring 2007 the Albuquerque City Council is in the process of review and further evaluation of the project. (Further information on this project is available from the City of Albuquerque www.cabq.gov/transit/modernstreetcar.html or at their published phone number for public inquiries (505) 830-5462.)

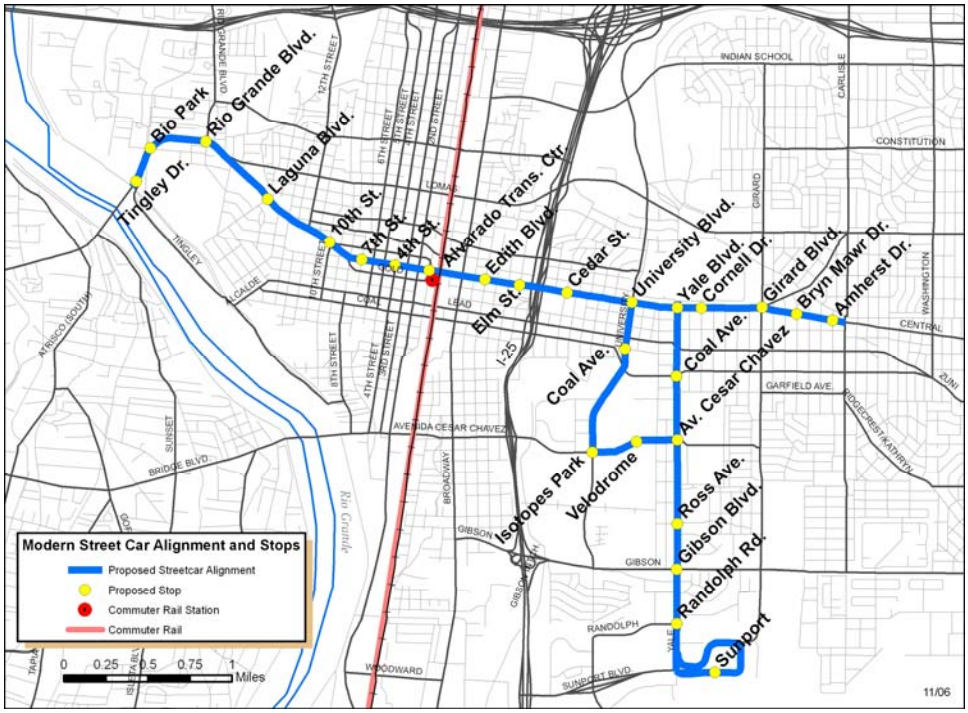
Streetcar Scheduling and Affordability

As of spring 2007 the project is still under review and development. Scheduling, headways (time between trains), hours of operation, fare structure and other operational aspects will be determined at a later date.

Streetcar Intermodal Connections

One of the streetcar's goals is to connect downtown Albuquerque from the Alvarado Transportation Center with Albuquerque International Sunport. Also, the ATC has connections to intercity busses, commuter rail, New Mexico Park & Ride, and Amtrak.

Map 6-4 ▶ Proposed Alignment of Albuquerque Modern Streetcar



Since the proposed streetcar will serve some of the densest developed areas of the city, the streetcar will be accessible by a several minute walk for pedestrians within one-half mile from the streetcar line. The Central Avenue portion of the streetcar line would have numerous existing bus routes intersecting it. ABQ Ride is studying the possible rerouting and/or rescheduling of existing bus routes 66, 50, and 766 (Rapid Ride) buses once the streetcar is operational. Other connections to the streetcar would be available through the existing UNM Shuttle Bus service.

Future Streetcar Projects

Since this project is currently being developed, planning beyond the initial stage would be premature due to fiscal constraints. The city has indicated that future considerations may envision extensions of the streetcar line both eastward and westward along Central Avenue.

Table 6-16 ▶ Planned MTP Projects Related to the Albuquerque Modern Streetcar*

Project Number	Project Name
#345.1	Albuquerque Modern Streetcar Stage I

**see Appendices for complete list of projects*

F. Federal Funding for Transit Services

The Federal Transit Administration (FTA) provides funding for various transit services. New Mexico is part of FTA Region VI. Funding is administered through the New Mexico Department of Transportation, Transit and Rail Bureau and is divided into several categories:

- **FTA 5303, 5304 & 5305** provides planning funds for MPO's, and state DOT's for metropolitan and statewide planning.
- **FTA 5307 and 5340** for urbanized areas were combined. This category provides grants for urbanized areas for public transportation capital investments (and operating expenses in areas under 200,000 in population) from the Mass Transit Account of the Highway Trust Fund. This section now incorporates section 5340 funding. Recipients of these grants in urbanized areas over 200,000 must expend not less than 1% of the amount received each year for transit enhancements (ie. bus shelters, benches, pedestrian access, signage, bicycle amenities, etc.).
- **FTA 5308** provides capital grants for clean fuel buses and related facilities.
- **FTA 5309 & 5318** provides funding for the acquisition of buses for fleet/service expansion and bus related facilities such as maintenance facilities, transfer facilities, terminals, computers, garage equipment, bus rebuilds, and passenger shelters. (This does not include vehicles using overhead catenaries which are classified as fixed guideway, by law.)
- **FTA 5309 (d, e & m)** provides funding for major fixed guideway capital investment projects (New Starts) and capital investment grants of $75 million or less (Small Starts). Bus rapid transit is allowed under "Small Starts".
- **FTA 5310** provides funding to increase mobility for the elderly and people with disabilities.
- **FTA 5311** provides capital and operating assistance for rural and small urban public transportation. This section combined funding from section 5340 for non-urbanized areas.
- **FTA 5311(c)** provides direct grants to Indian Tribes for public transportation on Indian Reservations through "set-aside" funding from funds allocated to states under section 5311.
- **FTA 5316** provides funding for local programs that offer job access and reverse commute services (JARC). These provide transportation for low income individuals who may live in the city and work in suburban locations.
- **FTA 5317** (New Freedom Program) provides funding to encourage services and facility improvements to address the transportation needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act (ADA). These funds can be used for associated capital and operating costs.
- **FTA 5320** (Transit in the Parks) provides funds to support public transportation in Federal parks and public lands.

G. Human Services Transportation

ABQ Ride and Los Lunas Transit operate specialized transit services within the AMPA (see appropriate sections above). In addition, several other agencies also serve as providers and are listed in this section below.

Human Services Transportation Planning

Beginning in FY 2007, a locally developed human services transportation coordination plan is required under SAFETEA-LU. The planning process is to include representatives from public, private and nonprofit transportation and human service providers and the general public. For the AMPA, the Mid-Region Transit District (MRTD) will be coordinating the development of this plan for the AMPA and adjacent areas. This requirement applies to FTA 5310, 5316, and 5317 funding.

United We Ride

Under the United We Ride initiative, coordination of

community transportation services began when the Mid-Region Council of Governments retained a consultant (Nelson/Nygaard) which, also working with the State of New Mexico, is developing an Action Plan to guide the coordinated delivery of these services in the four county region (Bernalillo, Sandoval, Torrance and Valencia counties), including the AMPA. "Community transportation services" encompass both publicly funded specialized transit services, such as paratransit, as well as human service agency transportation, such as that provided for the Medicaid program.

The project consultant has completed the benchmarking component of the work effort. This information provides a snapshot of ridership and funding levels during fiscal year 2004. A minimum of 1,151,000 rides were provided at a cost of at least $19,000,000. Of all the trips, 50% were provided by state agencies, 32% by county/city/local agencies, and 18% by Medicaid non-emergency medical transportation providers. The breakdown of transportation expenditures are: Medicaid non-emergency medical transportation providers 42%, county/city/local agencies 34% and other state agencies 23%.

The Action Plan will: provide an overall framework, clarify roles and responsibilities at the regional and local/provider levels along with the relationship between the regional efforts and state level efforts, include implementation activities for initial coordination within the MRCOG region, and meet the coordinated transportation planning requirements under SAFETEA-LU.

In addition to those providers listed below which serve the Albuquerque Metropolitan Planning Area, several providers travel into the AMPA in order to serve rural residents. The United We Ride reports will provide a complete listing of human service providers including ridership, service and funding information.

ABQ Ride Para-Transit

For a description of human services transportation, please see the ABQ Ride section above.

Adelante Development Center, Inc.

Adelante serves developmentally disabled adults at several locations in Bernalillo, Sandoval and Valencia counties. They have several vehicles including nine obtained through FTA 5310 (six minibuses and three vans) and a few older vehicles released from 5310. They have plans to apply for further FTA 5310 funding. The vans are used to transport clients to and from homes, group homes, assisted living units, employment, job coaching sites, employment counseling, recreational activities, medical appointments, and other activities.

Albuquerque Department of Senior Affairs

The Department of Senior Affairs provides weekday trips to seniors (over the age of 60) to meal sites, senior centers, Foster Grandparent sites, special events, and medical appointments within Albuquerque and Bernalillo County. They have a fleet of 15 vehicles. The Department coordinates efforts with the Jewish Family Services Transportation Program.

Bernalillo County Parks and Recreation Department (BCP&R)

BCP&R operates a door to door service to bring participating seniors to several meal sites and occasional field trips. Funding is through Bernalillo County drivers are employed by the City of Albuquerque.

Casa Angelica

Casa Angelica is a home for severely mentally retarded children. They utilized FTA 5310 funds to purchase a van for the children's transportation primarily to medical facilities.

Los Lunas Transit

For a description of human services transportation, see the Los Lunas Transit section above.

Pueblo of Isleta Elderly Center

This is a Title VI (of the Civil Rights Act of 1964) program primarily serving the elderly and some disabled adults. The program serves residents outside the AMPA but occasionally transports clients to medical facilities in Albuquerque.

Pueblo of Sandia Senior Program

The Pueblo of Sandia's Senior Program, operated by Five Sandoval Indian Pueblos, offers meals, exercise and arts and crafts programs, and transportation for various purposes. Most seniors reside outside the AMPA except those living in southern section of the pueblo located within Bernalillo County. Transportation provided includes field trips and medical care in the Albuquerque area. The program uses two vans, one of which is handicapped accessible and one minivan. One van was acquired using Federal funds; the other van and minivan were recently acquired using State appropriations. The program plans on replacing the older van in the near future.

PB&J (Peanut Butter & Jelly) Family Services

PB&J provides services to disabled children and adults. They have a fleet of nine vans to transport clients to/ from their homes to PB&J services and/or medical locations.

Rio Transit

Rio Transit operates a paratransit system serving seniors and eligible disabled adults. Funding is provided through FTA 5310 and the city of Rio Rancho general fund (see Table 6-17). Riders must be residents of the City of Rio Rancho. Trips are available for any purpose in Rio Rancho and are limited to medical, educational, or work purposes in Albuquerque, Placitas, Bernalillo, and Corrales.

Table 6-17 ▶ Planned MTP Projects Related to Rio Transit*

Project Number	Project Name
#452	Rio Transit Bus Replacement Stage I
#453	Rio Transit Bus ITS & Bus Service Expansion

**see Appendices for complete list of projects*

Sandoval County Senior Services

Sandoval County Senior Services has three fifteen-passenger minibuses serving seniors and eligible disabled adults. Funding is provided through FTA 5310. Although primarily serving the rural areas of Sandoval County, service does extend into portions of the AMPA along with necessary travel to Rio Rancho and Albuquerque.

Share-Your-Care

Share-Your-Care operates programs in several locations in Albuquerque, Rio Rancho and Gallup. The programs serve developmentally disabled adults, clients receiving assistance under Title XX (a social services block grant program), mentally ill clients, and persons with dementia or Alzheimer's disease. They own 10 vans and lease 2 others to transport clients between their homes and center based programs, for socio-recreational programs, community outings and occasional trips to medical facilities.

St. Martin's Hospitality Center

The center operates two programs. One serves the homeless and near homeless individuals and the other services clients with severe mental disabilities. The center has two vans, one used for the "self sufficiency" program to transport clients to and from the residential center, job training locations and other activities; the second van is used for the psycho-social (life skills) rehab programs to transport clients on outings, training, and other activities.

Transitional Living Services, (TLS) Inc.

TLS provides services for individuals with mental illness. They have two seven-passenger vans and one new fifteen-passenger van. The vans are used to transport consumers to job training, psycho-social rehab (life-skills), residences, and other activities.

Valencia Counseling Service (VCS)

This agency has four vans and two small buses used to transport clients (adults and children) to and from their homes to treatment centers with occasional travel to Albuquerque. VCS serves all of Valencia County both within and outside the AMPA. Also, the agency serves portions of Torrance and Cibola counties with vans in Estancia and Grants.

Valencia County Foster Grandparent Program of Services Employment and Redevelopment of New Mexico

This is a Federal program to recruit low income elderly individuals to work with children with special needs in the public schools. They have one van in service and another on order. The vans are used to transport the elderly between their homes and the public schools where they work. This program serves all of Valencia County both within and outside of the AMPA.

Other Service Providers

In addition to the agencies listed above several others provide specialized transportation: Alta Mira Family Services, A.R.C.A., Barrett Foundation, Easter Seal of New Mexico, Go Fors Too, Inc., Jewish Family Services of New Mexico, and La Vida Felicidad.

H. Specialized Transit Services

1. Public School Transportation

Each school district in the metropolitan area provides bus transportation for students in conformance to New Mexico state laws (*6.41.3 NMAC - Standards for Determining Hazardous Walking Conditions* and *6.41.4 NMAC - Standards for Providing Transportation to Eligible Students*). In general, students are eligible for transportation as follows: elementary students are eligible if their registered address is one mile or more from their assigned school of attendance, middle school/junior high students are eligible if their registered address is one and one-half mile or more from their assigned school of attendance, and high school students are eligible if their registered address is two miles or more from their assigned school. A child may be eligible for additional transportation services if specified by an Individualized Education Program (IEP). Transportation to and from private and parochial schools or schools outside a child's residence school is not required to be provided by the school district.

Albuquerque Public Schools Transportation

The Albuquerque Public School District (APS) is the 25th largest school district in the nation serving over 87,000 children. APS Student Transportation Services oversees 16 bus contractors that transport over 38,000 of the district's children each day to over 140 locations. For the 2006-2007 school year APS utilizes 419 contract buses and 80 additional spare buses. Collectively APS buses travel over 6.08 million miles annually. School transportation is provided throughout the regular school year and during the summer for those schools on a "Year Round Calendar" and those on an "Extended School Year." In addition, transportation is provided for various school sponsored activities.

Bernalillo Public Schools Transportation

The Bernalillo Public School District (BPS) serves a large and diverse section of New Mexico and is located both within and outside the AMPA. BPS has an enrollment of over 3,500 students. BPS owns and operates a fleet of over 36 school buses and transports approximately 2,755 students daily.

Los Lunas Public Schools Transportation

The Los Lunas Public School District (LLPS) is a very large and sprawling school district in Valencia County, partially located within the AMPA. LLPS has an enrollment of approximately 9,000 students. The Los Lunas Schools Transportation Department has 142 employees and 112 school buses that travel more than 1.253 million miles annually. The district transports approximately 7,000 students daily.

Pueblo of Sandia Education Department

The Pueblo provides transportation for students from the Pueblo community who attend public and private schools in Albuquerque. Most students reside outside the AMPA except those residing in southern section of the pueblo located within Bernalillo County. The Department currently uses two twenty-seven passenger school buses and one passenger vehicle for this purpose. The Department also owns one twenty-four passenger school bus currently used to transport Head Start students, and will be purchasing one seventy-one passenger school bus using a State appropriation. The Department also has contracted bus services from Bernalillo Public Schools to transport students on field trips.

Rio Rancho Public Schools Transportation

Founded in July 1994, the Rio Rancho Public School District (RRPS) has an enrollment of over 14,800 students making RRPS the third largest school district in the state. RRPS District contracts with Durham School Services to transport over 7,000 students daily to 20 locations. For the 2006-2007 school year RRPS utilizes 57 contract buses which serve a 146 square mile area daily, and travel over 580,000 miles annually. In addition, transportation is provided for various school sponsored activities some of which is contracted to Sanchez Southwest (Paradise Tours).

University of New Mexico Transportation

The University of New Mexico (UNM) operates a transit system serving the university community, primarily students, faculty and staff. UNM maintains a fleet of approximately 30 buses; the system averages from 1,600,000 to 2,100,000 passenger boardings per year. The UNM transit system operates Mondays through Thursdays from 6:30am – 10:00pm and until 7:00pm on Fridays. Service is provided throughout the year with additional service for special events. In addition, UNM provides shuttle service between the ATC and Las Lomas Road & Yale Boulevard on the UNM campus to accommodate Rail Runner commuters.

UNM's Rail Runner Shuttle

2. Vanpool Services

One primary and two smaller vanpool operators serve the AMPA. Safe Economical Commuting Alternative operated by the State Employees Commuter Association (SECA) is the largest with 38 vans and more than 500 subscribing riders. Two other operators provide services, the Socorro-Los Lunas Vanpool Express and the Socorro-Albuquerque Vanpool. Each utilizes one van. Vanpooling is one strategy of Travel Demand Management (TDM) to reduce air pollution and decrease the number of vehicles utilizing the highway network.

SAVE Vanpool Service

Socorro-Albuquerque Van Express (SAVE) operates one van with one round-trip per day to New Mexico Institute of Mining and Technology in Socorro. There are approximately 10 riders per day.

SECA Vanpool Service

SECA service is provide by the State Employees Commuter Association, Incorporated (a member rider does not have to be a State employee). SECA is a nonprofit organization governed by a Board of Directors which serves the greater Albuquerque area and parts of northern New Mexico. (Further information is available on their website www.seca-vanpools.org or calling (505) 410-1742.) SECA operates seven routes serving the AMPA with 32 vans. Table 6-18 provides information for each route.

Table 6-18 ▶ SECA Ridership

ROUTE (from NMDOT as of February 2006 & SECA website October 2006)	# Vans	Apprx. # Riders
Albuquerque to Santa Fe	12	175
Albuquerque East Mountains to Santa Fe	1	14
Albuquerque to Los Alamos	4	34
Albuquerque to Nat'l Guard/La Cienega in SF	7	85
Albuquerque to Socorro	1	10
Rio Rancho to Santa Fe	2	35
Rio Rancho to Los Alamos	4	50
Rio Rancho to Nat'l Guard/La Cienega in SF	1	17
Total	**32**	**420**

SECA Scheduling and Affordability — SECA vans are scheduled to match the common work hours of those utilizing the van, both State employees and non-State employees. Rates may vary depending upon ridership and destination. Sample rates (as of May 2006) for daily, round trips from Albuquerque are: to Santa Fe $8.50, to Socorro $10.25, and to Los Alamos $11.00.

SECA Future Expansion — SECA may add one or more routes to Sandia National Laboratories.

SOLVE Vanpool Service

Socorro-Los Lunas Van Express (SOLVE) operates one van with one round-trip per day to New Mexico Institute of Mining and Technology in Socorro. There are approximately 10 riders per day.

3. Carpooling and Rideshare

This is an arrangement by which two or more people voluntarily share the use and cost of privately owned automobiles in traveling to and from prearranged destinations together. Carpooling and ride-matching services are provided in the metropolitan area through ABQ Ride Carpool Now (505) 243-RIDE and www.cabq.gov/transit/carpool.html. According to the 2000 Census, in New Mexico, carpool drivers comprise 15% of commuters compared to the national average of 12%. Carpooling and ridesharing are two strategies of Travel Demand Management (TDM) to reduce air pollution and decrease the number of vehicles utilizing the highway network (see Table 6-19 for TDM proposals in the MTP and TIP).

4. Commuter Choice Program

The New Mexico Commuter Choice is a tax-free transportation benefit that companies and/or non-profits can offer their employees. It allows employees who commute to work utilizing public transit, vanpools, or other methods rather than driving alone, to receive a reduction in their payroll (social security and Medicare taxes, also known as FICA) and their state and federal income taxes. Employers benefit from a reduction in their taxes, including corporate taxes. An information packet, Commuter Choice To Go Kit, describes the program and how to meet Internal Revenue Service requirements and take advantage of this tax-free transportation benefit. Information is available at www.seca-vanpools.org/images/Commuter%20Choice.pdf and at www.fta.dot.gov then go to Commuter Choice. This is one more strategy in TDM to discourage the use of single occupancy vehicles by volunteer efforts and tax break incentives.

I. Metropolitan Approach to Public Transportation

The Albuquerque Metropolitan Planning Area (AMPA) has grown and expanded considerably over the last 50 years. The metro area has matured beyond the period when most of the population was clustered within a small geographic area surrounded by rural areas interspersed with a few small villages. The AMPA today consists of a vastly expanded City of Albuquerque, the newer City of Rio Rancho, increased development in nearby towns and villages with development spreading further from the traditional "core area." People commute daily from Belen and Los Lunas in Valencia County, Edgewood, Moriarty, other communities east of the Sandia Mountains, and along the I-25 corridor to Santa Fe. Such a shift in development patterns and travel patterns requires transportation planners and transit providers to undertake a regional approach in the development of comprehensive, coordinated, metropolitan/regional transit planning efforts. The establishment of the Mid-Region Transit District is a major step in this endeavor.

Furthermore, Federal legislation under the Safe Accountable Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires that all projects selected for certain categories of federal funding be derived from a coordinated public transit-human services plan (see Human Services Transportation section).

Metropolitan Area Overview

A review of the Albuquerque Metropolitan Planning Area (AMPA) reveals several noteworthy items relevant to public transportation planning. Chapter 2 of this MTP shows the AMPA has increased in population 9.1% in the four-year period from 2000 to 2004, with continued growth predicted in the future. The region has several "employment clusters" which foster the use of public transportation. The number of vehicle miles traveled (VMT) continues to increase with volumes at the river crossings in 2015 anticipated to increase nearly 30% from 2004. Approach volumes to the I-40 & I-25 interchange (Big I) are anticipated to increase approximately 15% for the same timeframe (Chapter 3). A comparison of Maps III-1 and III-2 indicate more congested roadways and river crossings by 2015 during the PM peak hour. Travel times (maps 3-4, 3-5 and 3-6) to and from major activity centers will also increase. In addition, ABQ Ride's Short Range Transit Plan (SRTP) identified areas of high transit needs based on population densities, population densities of people with disabilities, and median household income. Los Lunas Transit has done the same for its service area.

Increased use of transit is needed to address congestion issues and air quality throughout the area. Increasing transit's share of travel throughout the region and decreasing travel by single occupancy vehicles will continue to have an impact on both congestion and air quality in the region, increase the efficiency of the existing transportation infrastructure, and meet the goals of the MTP.

Metropolitan Area Long Range Transit Planning & Considerations

A comprehensive, integrated and regional approach to long range transit planning is encouraged to insure coordination of the delivery of transit services among local fixed route, express/rapid ride services, circulator routes, demand response service, streetcar, commuter rail, and between the various transit providers. Future areas of consideration should include:

- Appropriate transit service for areas currently not served, based on population densities, demographics, and need
- A review of river crossings should be undertaken to study the potential for dedicated transit lanes to foster shorter transit commutes
- Identification and study of transit corridors, and/or dedicated transit corridors into future developing areas to connect with activity centers and existing and planned transit services
- Review high capacity transit corridors for implementation of appropriate service
- Review of all employment clusters to determine appropriate level of transit service to deliver passengers within the cluster and appropriate

transit connections to other activity centers and residential areas

- It is recommended that each High Capacity Transit Corridor be studied for implementation of appropriate transit service and extension of the corridors as development expands in the metro area. It is further recommended that local municipalities accommodate these corridors in their area and sector plans, development plan approval processes, other land use planning activities, and future capital programs as growth continues.
- Encourage local municipalities to review their land use plans and zoning ordinances as part of a comprehensive look at transportation services and development patterns and the interdependency between the two. Encourage coordination of planning efforts among local municipalities. Subsequent to this, local municipalities are encouraged to identify areas for transit-oriented development (TOD), mixed-use development, and other strategies that foster the use of public transportation to and from major activity centers, and revise land use plans and zoning ordinances accordingly.

Table 6-19 ▶ Planned MTP & TIP Projects Related to Transportation Demand Management*

Project Number	Project Name
#1	Bicycle TDM
#38	Transportation Demand Management Project

**see Appendices for complete list of projects*

Mid-Region Transit District

In March 2005, the Mid-Region Transit District (MRTD) was formed. As of October 2006, eleven municipalities have become members of the district: Bernalillo County, Sandoval County, Valencia County, City of Albuquerque, City of Belen, City of Rio Rancho, Town of Bernalillo, Village of Bosque Farms, Village of Corrales, Village of Los Lunas, and the Village of Los Ranchos de Albuquerque. The MRTD has hired a consultant to prepare a Ten Year Service & Financial Plan for the MRTD (see Table 6-20). The tentative schedule for the plan is to begin public involvement in mid 2007 and have a draft plan to the MRTD Board in late 2007. The plan which would likely be finalized in 2008 may produce additional projects for inclusion into this MTP at a later date through the MTP amendment process.

In March 2007, the MRTD Board of Directors chose "Rio Metro" as the marketing and branding name for services provided by the Mid-Region Transit District.

Table 6-20 ▶ Planned MTP & TIP Projects Related to the Mid-Region Transit District (MRTD)*

Project Number	Project Name
#612	Regional Transit District Service Plan

**see Appendices for complete list of projects*

Bicycle

7

A. Introduction

As required by federal regulation (23 CFR 450.322 (b) (1)), the MRCOG-MPO is addressing this important mode of transportation in the 2030 MTP. For the first time the 2025 MTP provided an extensive section on bicycle regional planning. With the adoption of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991 and the subsequent federal transportation bills, bicycle planning and implementation was accelerated. The AMPA has experienced a tremendous momentum in bikeway construction and funding opportunities. This has resulted in an extensive bikeway network in the region.

B. Background

Even though the Future Albuquerque Area Bikeways and Streets (FAABS) document and process has addressed some regional bikeway elements, there is not yet a regional bicycle plan or regional standards. Municipalities have approached bikeway planning in different ways through the years and have relied on the Long Range Bikeway System map for local planning. Updating this map has been an exercise that has responded primarily to local programmatic needs in the short-term and has had no fiscal constraint considerations for the future. Proposed alignments have been identified without a comprehensive, land use and multimodal planning analysis. The FAABS document and its products have been integrated into the 2030 MTP.

The City of Albuquerque and the County of Bernalillo adopted the Trails and Bikeways Facility Plan in 1993. This plan established long-range policies for off-street multiuse trails and bicycle facilities. The Albuquerque Comprehensive On-Street Bicycle Plan was adopted by the City of Albuquerque in 2000. Both documents are multi-jurisdictional planning efforts.

The following bikeway type definitions will be used in this element and its products:

- **Bicycle Trail/Path** – is a paved off-street facility designated by signs and pavement markings for the primary use of bicycles. Cross-flows by motor vehicles is minimized. Facilities may accommodate pedestrian or other non-motorized users.
- **Bicycle Lane** – is a bicycle facility that is located in a portion of a roadway facility. A lane is designated by pavement markings for the exclusive or semi-exclusive use of bicycles. Through travel by motor vehicles or pedestrians is prohibited, but pedestrian and motorist cross flows are permitted. Vehicle parking may be allowed. Lanes are usually along the right edge of the roadway but may be designated to the left of parking or right-turn lanes.
- **Bicycle Route** – is a bicycle facility located in a roadway and designated by signs as available for bicycle travel. Routes may be shared with pedestrians or motorists. No special on-pavement markings are provided.

Table 7-1 shows the number of bikeway miles in the AMPA since 1974. The number of miles of bikeway facilities far surpasses what was proposed in 1974 (*The Bikeway Study*, City of Albuquerque, 1974) . Although this accomplishment is an important asset to the region, accessibility, connectivity, safety and a continuous network are still challenges today.

Table 7-1 ▶ Number of Bikeway Miles by Functional Class

Facility	1974 Proposed	1980 Existing	2000 Existing	2004 Existing	2030 Proposed
Lane	60.1	12.8	94.4	124.2	285.7
Route	54.4	86.9	107.8	109.5	185.2
Trails	88.3	14.6	91.7	104.8	293.2
Total	202.8	114.2 *	293.9	338.5	764.1

The AMPA's bikeway network in 2004 consisted of approximately 124.2 centerline miles of bike lanes, 104.8 miles of off-road trails and paths, and 109.5 miles of bike routes. Map 7-1 shows the bikeway base year network or 2004 bikeway network by functional class. The number of centerline miles of bicycle facilities will increase to approximately 764.1. The number of centerline miles of bikeways more than doubles the number of miles existing in 2004.

C. Issues

Issues associated with incorporating bicycle needs in the long range transportation plan include but are not limited to:

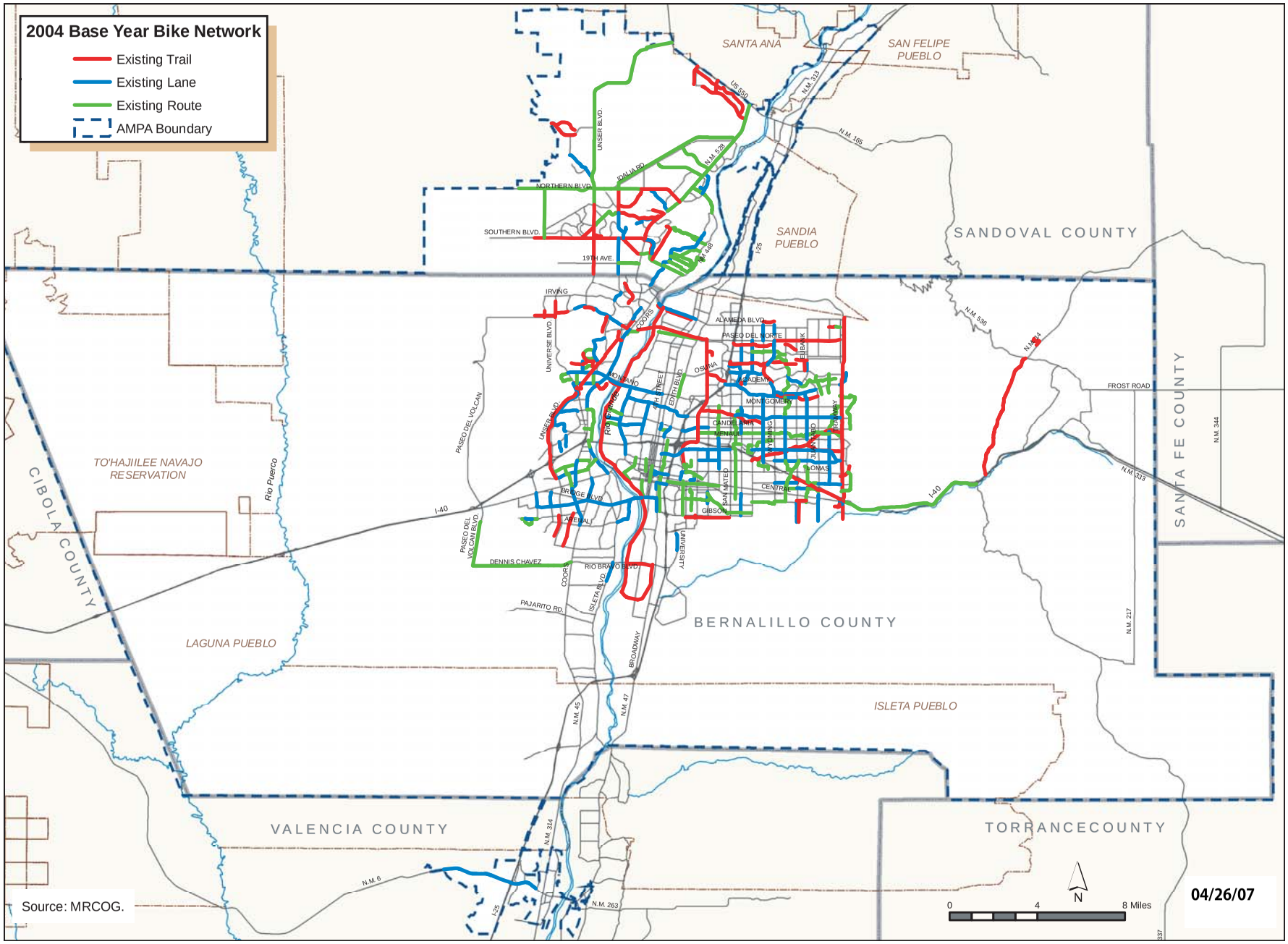
- Providing sufficient funding to develop and maintain, connected, continuous and safe bicycle transportation systems for travel between and within urban centers and surrounding communities.
- Identifying high frequency bicycle related crash locations and improvements to address safety concerns in these locations through education, enforcement, and engineering.
- Emphasizing bicycle investments that provide attractive alternatives to single-occupant vehicle travel.
- Promoting the development of street patterns and street designs that are highly supportive of bicycle convenience and safety – particularly for travel to transit stops, schools, jobs, stores, parks, and other destinations.
- Implementing bicycle and pedestrian facilities in all new and improved transportation projects (as recommended by the 2000 FHWA Policy and Design Guidance).
- Planning, designing, and building bicycle facilities in accordance with the best practices described in the latest editions of the AASHTO Guide for the development of Bicycle Facilities.
- Collecting data and developing methods and analytical tools to monitor and determine the effectiveness of the existing and future bikeway projects and programs.

D. Planning

In accordance with 23 USC 217 (g), the metropolitan transportation plan needs to identify bicycle transportation facilities. The plan needs to include long range and short range strategies/ actions taken that facilitate the movement of people and goods. The long range refers to the horizon of the MTP (usually 20 years at least) and the short-range to the transportation improvement program (TIP) horizon. The TIP shall only include projects that are consistent with the metropolitan transportation plan (23 CFR 450.324 (f) (2).

The MPO staff has been working in cooperation, coordination, and consultation with member agencies, advocacy groups, and the general public in identifying regional bicycle needs and how to address them. An important role in this process has been played by the regional Walking and Bicycling Advisory Group (WABAG). This is a regional group that provides advice to the MPO committee structure on bicycle and pedestrian issues and meets once a month. The group has produced different recommendations regarding bicycling needs and proposed ways to address accessibility, connectivity, safety, design, and funding concerns.

Map 7-1 ▶ 2004 Base Year Bike Network



The planning process has resulted in identifying what is on the ground and what is committed in the current transportation improvement program. This process identifies of where the gaps or disconnects in the bikeway system exist. The following question is how these gaps relate to destinations and how safe it is to reach those destinations.

Because the plan is fiscally constrained, not all projects and programs submitted will be implemented. Establishing priorities becomes a major challenge for the region given the magnitude and type of the needs in relation to the estimated revenues.

The following maps reflect steps taken during the development of the 2030 MTP bikeway network and the list of bikeway projects submitted for consideration. In addition, two maps will result from this planning process: one map and list of projects reflecting the bikeway projects that meet the plan requirements and a second map that is considered the unconstrained bikeway network. The unconstrained bikeway network map could be considered as a proposed target network to address the regional needs in the future.

1. Existing plus Committed

Map 7-2 presents the existing plus bikeway projects included in the current Transportation Improvement Program 2006-2011 overlaying the land use that is forecasted by the year 2030. The map shows bikeway networks associated with the projected areas of urban growth in the region as well as the gaps in the bikeway networks. A single color has been used to simplify the visual analysis, and a different line thickness has been used to differentiate the type of facility.

Map 7-3 provides a more refined picture of the bikeway network. It is more refined because it relates off-street bicycle facilities to major employment centers in the region. Off-street facilities are considered by some users as a safer, more convenient, and pleasant alternative (especially for the novice rider) to ride for recreational purposes or for commuting to work. This perception is associated with bicycle trails and not much with bicycle paths (bicycle trail adjacent to roadways). It is recognized that bicycle trails adjacent to roads (bicycle paths) actually cause greater conflicts between other modes of transportation because the present of access points (driveways, parking lots, other roads) along the trail alignment.

Map 7-3 clearly highlights the gaps within the off-street network in the AMPA. The map relates existing bicycle trails to major regional activity centers.

2. The 2030 MTP Bikeway Projects

The fiscally constrained list of projects and map has been created as a result of close consultation and coordination with member agencies. All these projects and programs meet the fiscally constrained requirement as established by (23 CFR 450.320).

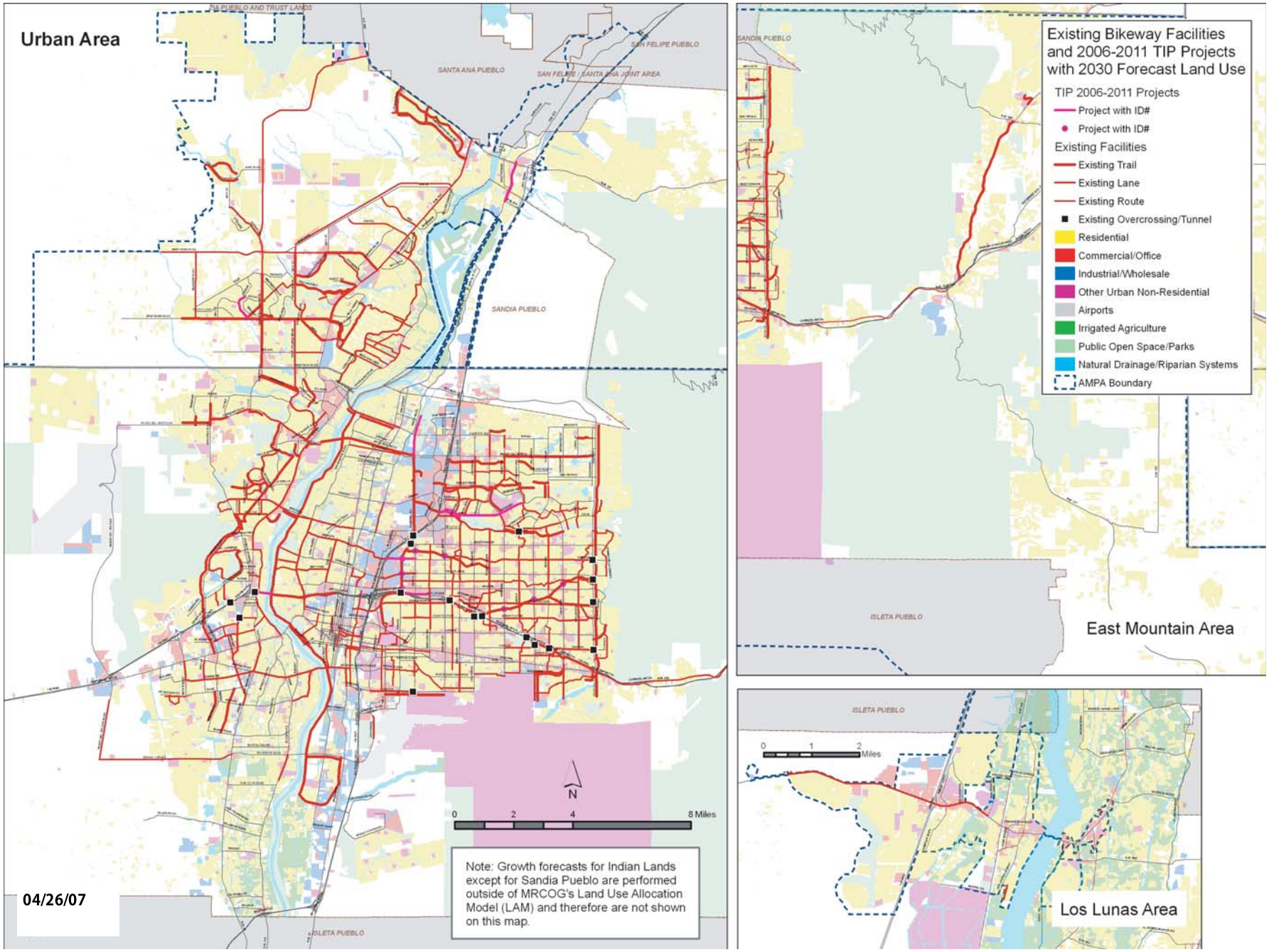
The primary reference to identify transportation projects and programs should be the list on Appendix A, B, C, and D and not exclusively the map. The tables provide great detail about the projects and programs. Some projects might not be shown on the map because an alignment or site has not yet been determined. Map 7-4 shows all 2030 MTP fiscally constrained bicycle and pedestrian projects. Pedestrian projects have been identified by the letter "P".

3. The Long Range Bikeway System Map

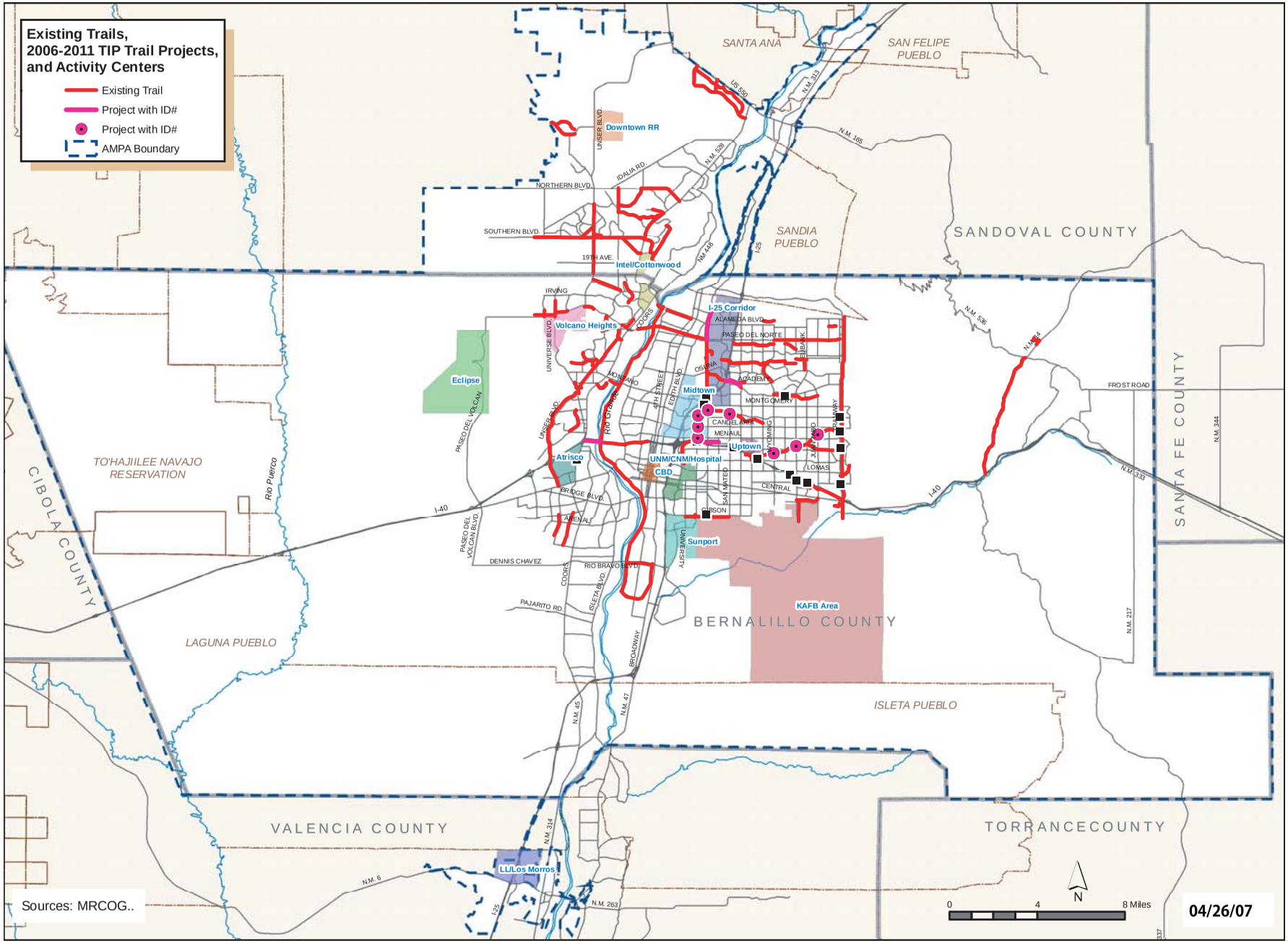
The Long Range Bikeway System (LRBS) map (see Map 7-5) has served as an important reference planning function in the Albuquerque Metropolitan Planning Area. The map is now part of the MTP. The map identifies the geographic distribution of bikeway facilities in the region. It includes existing and proposed (for the future) bikeway facilities by functional class.

The map also shows bikeway corridors. A corridor is an area where bikeway facilities are being considered but the feasibility of a facility or the specific type of facility has not yet been determined. These facilities are anticipated to be eligible for Federal transportation funding, but final determination has not been taken.

Map 7-2 ► Existing Bikeway Facilities, 2006-2011 TIP Projects and 2030 Forecast Land Use



Map 7-3 ► Existing Trails, 2006-2011 TIP Trail Projects, and Activity Centers



The map will be updated administratively every year to reflect updates in the bikeway network.

4. The City of Albuquerque's TDM Program

This program has been developed and managed by the City of Albuquerque Department of Municipal Development. The program includes different elements that include bicycle lockers, plans, studies, ordinances, bicycle maps, bicycle way-finding, promotions, long-range planning activities, resource center, educational classes, and performance measures.

Many of these initiatives came as a result of cooperative and coordinated efforts between multiple city of Albuquerque agencies as well as private partners.

Bike Locker Program

The bicycle locker program provides secured bicycle parking in the form of bicycle lockers to Metro area businesses interested in providing this service to their employees. This service is provided at no charge to the business. The lockers remain the property of the city and are located by way of a location agreement between the city and the business. Lockers are assigned to an individual user. Users submit a Use Agreement and provide a $10 key deposit.

Research to find the most versatile locker available for the anticipated variety of locations took place in the initial phase of the program. A small number of lockers were ordered initially to peak interest in the program and to familiarize installation crews with the product and a variety of installation scenarios. Marketing of the program to date has been in cooperation with the city's Transit Department and a number of community partners that participate in other programs offered by Transit. It is anticipated that additional marketing efforts will be necessary in the future. However, this marketing effort has enabled the bicycle locker program to reach the anticipated number of locker installations at 100 lockers per year.

Plans

The Bicycle TDM program administrator currently supports administration of the city's Comprehensive On-Street Bicycle Plan. The plan was approved in November of 2000. The Bicycle TDM Administrator will have an active role in subsequent plan update efforts.

Ordinances

The Albuquerque Comprehensive On-Street Bicycle Plan contains provisions for a Bicycle End-of-Trip Facilities Ordinance. The ordinance was intended to supplement current bicycle parking by requiring new developments in Albuquerque to provide secure employee bicycle parking. Status: The ordinance was passed by the City Council in March of 2003 and vetoed by the City Mayor in April of 2003.

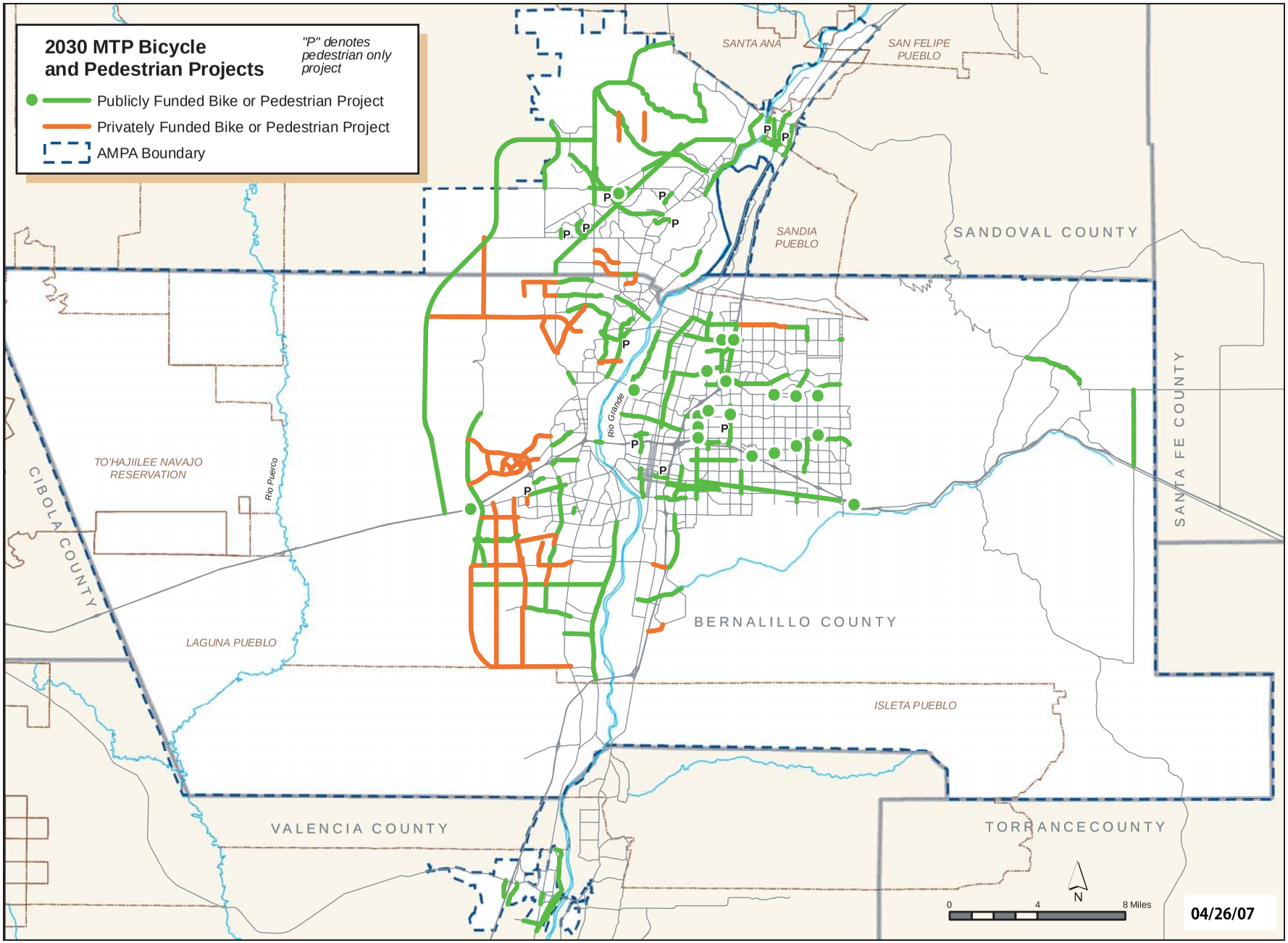
Studies

The Bicycle TDM Program funds are used to conduct studies of arterial and collector corridors that are candidates for inclusion of bicycle facilities. The studies are to determine the potential impacts to existing traffic. The studies determine if existing street sections can accommodate bicycle lanes or if a reduction of vehicle lanes is possible while maintaining a reasonable level of service. A study of the University Boulevard corridor (a six lane section) between Lomas Boulevard and Coal Avenue is a recent example of this approach.

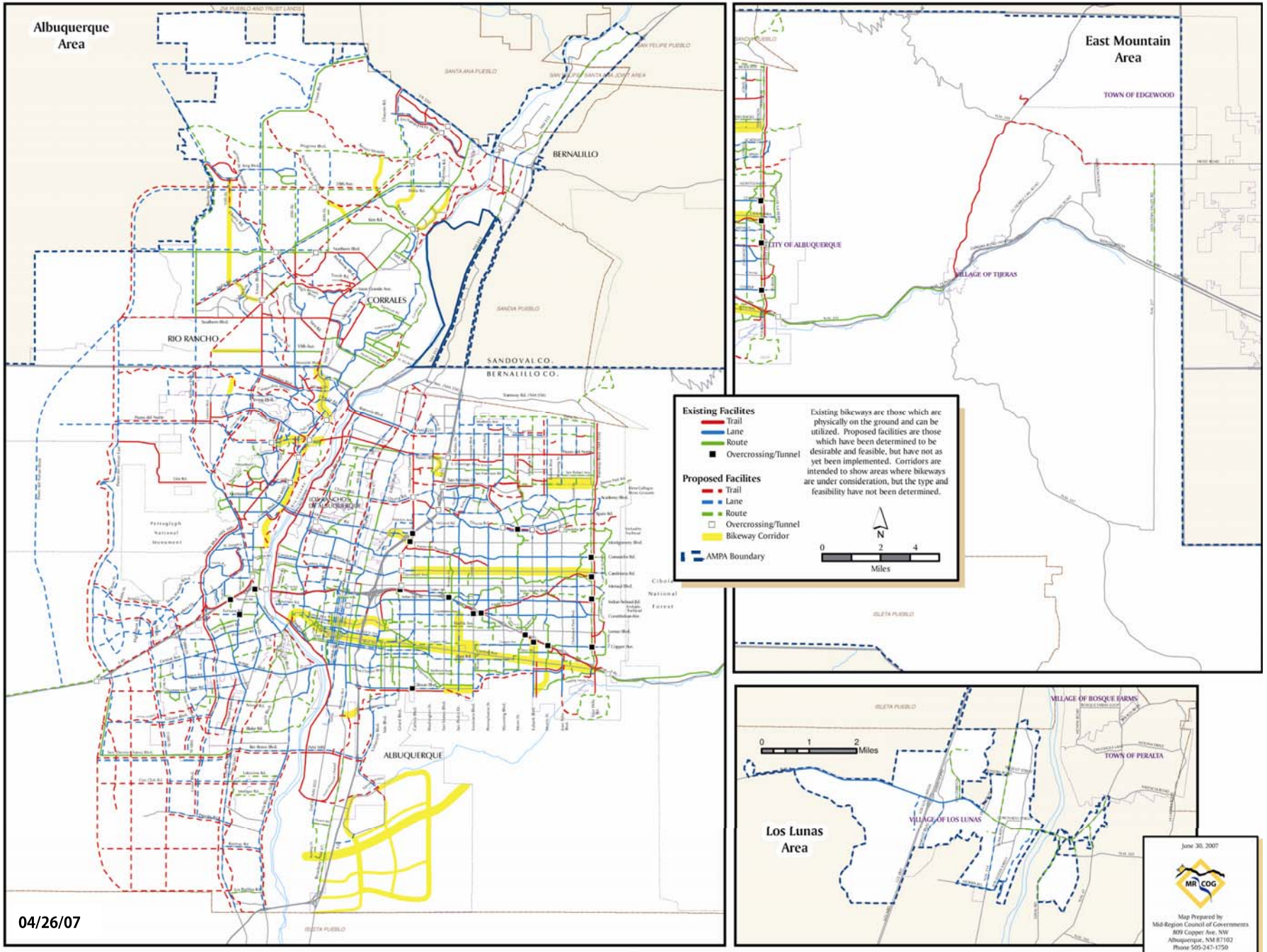
Bike Map

The Metropolitan Albuquerque Bicycle Map is the single source of information available, free of charge, to the public that provides information regarding the multitude of bicycle related programs offered by the City of Albuquerque. The bicycle map also provides bicycling information for the entire metropolitan area. Production of the bicycle map and subsequent updates is an undertaking that requires a great deal of coordination and information gathering from all of the

Map 7-4 ▶2030 MTP Bicycle and Pedestrian Projects



Map 7-5 ▶ Long Range Bikeway System Map



jurisdictions, agencies and organizations in the metropolitan area supporting bicycle programs. The map contains information regarding additional programs for other alternative transportation options available in the metropolitan area including the bicycles on bus program offered by the City Transit Department, and the soon to be included Rail Runner policies for bringing bicycles on the train.

The map is updated every two years, or as needed depending on the amount of information change that takes place over time. The map is distributed to all area bicycle shops and is available at city library locations, and city facilities with information centers. The map is also used as a marketing tool and is widely distributed by Transit Department's Business Partnership program.

Bike Map Highlights

- Print and disseminate approximately 60,000 maps per year
- Map Design and regular updates
- Bicycle map request line
- Bike map e-mail request (bikemap@cabq.gov)
- Distribution to Bicycle Shops, Transit, Libraries, Parks

Bike Way-Finding

In order to bring information to the facilities and to accommodate route planning for bicycle commuters and recreational users on site, the city has begun to implement a way-finding system of bicycle maps at locations where on-street bicycle facilities intersect within the paved multi-use trail system. The map locations have a two sided platform with a detailed vicinity map showing an approximate three mile radius from the location on one side and the bicycle map for the entire city on the other. It is anticipated that this program will be eventually be expanded to provide rest stop accommodations at select locations. Potential improvements include benches, water fountains, and shade structures.

Way-finding Signage

- Street signs/trail signs at intersections of on-street bicycle facilities and multi-use trails
- Bicycle map signs at intersections of multi-use trails

Promotions

The Bicycle TDM program utilizes a number of methods to promote various aspects of bicycle commuting and associated programs offered by the city.

The city produces television "Bike to Work" PSAs (Public Service Announcements) to encourage citizens to consider bicycle commuting as an alternative to driving. In order to promote safe commuting on the part of bicyclists and automobile drivers alike, the city is in the process of producing "Safe Commuting" PSAs geared toward each group.

The city recently began participating in the League of American Bicyclists "Bicycle Friendly Community Campaign." The Bicycle TDM program was the lead program for coordinating this effort. The campaign requires an application process that outlines all of the bicycle related programs being implemented by the city. The application process requires a great deal of coordination between the various departments in the city associated with bicycle related programs. The applications are submitted to the League where a review takes place to determine the level (Platinum, Gold, Silver, or Bronze) the community will receive for it's efforts. In October of 2005, the City of Albuquerque received a Bronze level award. Along with the award the League offers suggestions for becoming more bicycle friendly and steps to take to reach the next level.

The city maintains a Bicycle web page www.cabq.gov/bike that includes bicycle related information regarding city programs as well as links to other useful information regarding bicycle commuting.

Other methods of promoting bicycle commuting to

the public include articles in local newspapers, utility mailers, and participation in transportation fairs.

The city's bicycle map, discussed earlier, is considered to be one of the most effective promotional tools for bicycle programs. The map is distributed at no cost in a variety of ways. The maps are provided to all area bicycle shops, at all transportation-related activities and mailed to the public by phone or e-mail request.

Long Range Planning Activities

The Bicycle TDM Program Manager is involved in a number of planning activities at the local and regional level. The following list represents the level of involvement in these planning efforts:

- Participation in WABAG (Walking and Bicycling Advisory Committee) process
- Participation in GABAC (Greater Albuquerque Bicycling Advisory Committee) process
- Participation in GARTC (Greater Albuquerque Recreational Trails Committee) process
- Albuquerque Comprehensive On-Street Bicycle Plan

Other activities included in the City of Albuquerque's TDM program:

1. Maintaining a resource center that:

- Researches best practices
- Gathers and distributes design information
- Supports adult bicycle driver education classes
- Sponsors effective cycling classes/road 1 courses
- Presents street skills instruction package (power point presentation) — upcoming

2. Organizing bike to work day activities:

- Provide promotional items
- Media promotions

3. Evaluating TDM program using performance measures derived from:

- Census Information,
- Bicycle Map distribution
- Bike to Work Day attendance
- Number of lockers provided to public and private sector
- Web page visits

Future activities of the TDM program will include:

- Expanded Bike Locker Program
- Corridor Studies
- Minor Construction of Connections

Pedestrian

8

A. Introduction

Pedestrian planning is relatively new to the Albuquerque Metropolitan Planning Area (AMPA). Historically, planning for pedestrians has occurred almost entirely at the local level (mostly in a non-systematic fashion, either as a part of individual roadway projects or through development review). Since 1991, however, federal transportation legislation has required states and metropolitan planning organizations — such as MRCOG — to give due consideration to pedestrians in their transportation planning processes.

Incorporation of the pedestrian mode into the metropolitan planning process has also been motivated by a growing recognition among the region's policy makers, planners, engineers, developers, citizens, and others of:

- The limitations of relying exclusively on automobile-based solutions to transportation problems — particularly for short, congestion-inducing trips.
- The potential for walking to substitute for driving in many urban contexts (especially in places characterized by fine-grained land use mixtures and high-quality, pedestrian-oriented streetscapes).
- The potential for the revitalization of neglected neighborhoods (as well as the creation of new high-quality residential, shopping, and work environments) through pedestrian-oriented street reconstruction and "place-making" urban redevelopment strategies.
- The need to address the access and mobility limitations of people with disabilities.
- The need to provide affordable alternatives to driving for transportation-disadvantaged populations (particularly in response to high gasoline prices).
- The importance of walking as a means of access to the region's growing public transportation network.
- The promising role that walking can play in helping to address alarming trends toward higher rates of obesity, hypertension, heart disease, Type-2 diabetes, and other public health problems among many population groups (including children and young adults).
- The need to take preventive action to avoid the emergence of significant air quality problems in the region's air shed by developing and encouraging non-polluting alternatives to automobile travel.

Both the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the 1998 Transportation Equity Act for the 21st Century (TEA21) made significant policy changes at the federal level that were intended to improve conditions for walking (and bicycling)[1]. These changes were reaffirmed in the recent SAFETEA-LU legislation.[2]

A variety of different types of pedestrian projects are eligible for federal-aid highway program funding.

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1 Lipford, William A. and Glennon J. Harrison. 14 February 2000. Report #RS20469, Bicycle and Pedestrian Transportation Policies (Washington, DC: Congressional Research Service), downloaded from www.ncseonline.org,

2 Federal regulations require Metropolitan Planning Organizations (MPOs) to develop Metropolitan Transportation Plans in cooperation, coordination, and collaboration with MPO members and regional stakeholders (23 CFR450.322). The plan must identify pedestrian facilities in accordance to 23 U.S.C. 217(g). Regional planning is not intended to replace local planning. The scale and purposes of the planning effort are somewhat different for an MPO than for a local municipality.

Examples include the construction of sidewalks, educational programs to promote pedestrian safety, the installation of curb cuts and ramps for wheelchairs, and many others.[3]

MRCOG has been working to integrate pedestrian needs into the regional planning process. This integration has been taking place through the development of analytical tools and methodologies which help the regional pedestrian planning process. It has also been promoted through training opportunities designed to improve understanding of pedestrian needs and concerns (including safety, accessibility, etc.), and improve the skills of planners, engineers, and others. With the creation of the Walking & Bicycling Advisory Group (WABAG) in 2003, a new opportunity for regional coordination was set in motion. This advisory group brings to the table regional stakeholders from the public and private sectors to address pedestrian and bicycling issues. The group provides advice to other MPO committee members such as the public involvement, technical, and policy committees and has contributed to drafting this and other sections of the MTP.

B. Background

Since the dawn of civilization, transportation has powerfully influenced the form and growth patterns of urban communities. Before the coming of the automobile, virtually all towns and cities were compact places in which people got around mostly by foot. Trips for work, shopping, and socializing were generally restricted to walking distance — either from home or (beginning in the late nineteenth century) the closest streetcar stop.

The widespread entry of the automobile into American life during the first half of the twentieth century radically changed both the way people traveled and the very fabric of daily existence. The car became the dominant mode of transportation, and the city became dominated by the car.

After World War II, growth in household incomes allowed large numbers of people to buy automobiles. The ready availability of cars allowed people to live increasingly far away from their daily travel destinations (work, schools, etc.). Aided by the Federal-Aid Highway Act of 1956 and by other large government subsidies for mortgage lending, mortgage insurance, construction of roadways, and construction of non-roadway infrastructure, cities such as Albuquerque quickly spread outward. What emerged was a new, low-density development pattern, with single-family residential dwellings and segregated land uses dominating the urban landscape.

The adoption of Euclidean zoning codes and changes to building, parking, neighborhood, and street design standards and development practices in the 1950s, 1960s and 1970s hastened and institutionalized the new land use pattern. By the 1980s, virtually everything built in the region was oriented to travel by automobile. Roadways became wider and traffic volumes increased. Local roadways became more circuitous and route options more limited. Travel distances between land uses increased. Sidewalks became narrower (or even non-existent) and frequently interrupted by curb cuts, telephone poles, fire hydrants, and other obstructions. Building entrances moved away from the edges of public rights-of-way, with parking lots situated between them and the street. Street amenities such as planting strips and street trees all but disappeared, or were reconfigured for orientation to passing motorists rather than people on foot.

Predictably, under these circumstances, use of other modes such as walking and public transportation declined sharply. Predictably also, as the population of the area grew, as travel distances increased, and as fewer opportunities were available to use of travel modes other than the automobile, the region's roadways became increasingly congested. These conditions have created new challenges and difficulties that directly impact the whole community.

3 Lipford & Harrison, op. cit.

Policy makers and their constituents in our region have begun to recognize the potential for pedestrian and other alternative modes of transportation to help address many of our most vexing transportation problems. Public and private initiatives have begun to emerge to provide a better walking environment for all users and realize the opportunities provided by pedestrian activity to address our transportation, economic development and quality of life needs.

C. Pedestrian Planning

1. MRCOG's Pedestrian Composite Index (PCI)

This is a tool to assess pedestrian needs from a regional perspective. It is based on a methodology aimed at identifying areas or markets by their potential for pedestrian activity if improvements are in place. The index does not focus on assessing the quantity or quality of pedestrian facilities (sidewalk inventory or pedestrian audits). It rather focuses on the areas, leaving such detailed assessment and planning to the local level. Local government agencies working with communities are better places to determine the specifics of their neighborhoods and how to implement their pedestrian strategies.

The PCI is expected to become an important regional planning tool for the development of the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP). The PCI does not try to include all potential elements that have been identified by the pedestrian planning literature that favors or deters pedestrian activity. It includes elements that are relevant for regional strategic planning and programming in the AMPA and for which data is currently available.

The PCI identifies areas by their pedestrian potential. Conclusions based on it should be complemented with professional judgment (i.e. possible vs. desired) and community values (i.e. rural vs. urban character) that can clearly be addressed at the local planning process. These dilemmas could eventually be integrated into the PCI when knowledge is acquired and databases are developed for this purpose.

Pedestrians crossing the street in front of the Alvarado Transportation Center

The PCI looks into different transportation, land use policy, and safety elements that are grouped in two main categories. The first category groups elements that favor pedestrian activity. The outcome of this category is the "Pedestrian Activity Index". The second category groups elements that deter pedestrian activity. The outcome of this category is the "Pedestrian Deterrent Index". The combinations of these two categories are at the core of the PCI.

This analysis has been done in GIS-ArcView environment. This technology provides great flexibility for storing, analyzing and displaying data. Information from each of the elements was geo-coded in a census block GIS-coverage.

A unique threshold was created for each of the elements considered. In addition, a scale of one to five points was used to rank each area for each of the elements. MRCOG tools such as the travel forecasting model, the transportation accessibility model, the traffic monitoring database, and the crash data computer application were used for the analysis.

The Pedestrian Activity Index

This index measures the potential or strength of an area for walking. Elements considered in this index include, proximity to schools, parks, public facilities, access to transit service (bus stops), land use policies (activity centers, corridors, main street, village centers, etc.), commuter rail station areas (potential for TOD

Table 8-1 ► Pedestrian Activity Index & Pedestrian Deterrent Index Element Ranking

	Description	Weight Factor
Pedestrian Market Index		
Schools	Important pedestrian trip generator for young age groups. Threshold based on walking travel distance based on 5 minutes intervals from school campus. Scale of 5 points is used to rank areas. 5 points maximum for areas in close proximity to school campus.	H
Parks	Important pedestrian trip generator for all age groups. Threshold based on walking travel distance based on 5 minutes intervals from park sites. Scale of 5 points is used to rank areas. 5 points maximum for areas in close proximity to park site.	H
Public Facilities	Important pedestrian trip generator for all age groups. Threshold based on walking travel distance based on 5 minutes intervals from public facilities. Scale of 5 points is used to rank areas. 5 points maximum for areas in close proximity to public facility site.	H
Public Transit Corridors	Important pedestrian trip generator for young age groups. Threshold based on walking travel distance based on 5 minute intervals from public transit corridors. Scale of 5 points is used to rank areas. 5 points maximum for areas in close proximity to premium bus service.	H
Bus Stop System	Important pedestrian trip generator for young age groups. Threshold based on walking travel distance based on 5 minutes intervals from bus stop system. Scale of 5 points is used to rank areas. 5 points maximum for areas in close proximity to bus service stop.	H
Pedestrian Volumes	Identify to MRCOG traffic monitoring program levels of pedestrian activity at signalized intersections. Threshold of five classes based on pedestrian count information. A maximum of 5 points for the locations with the highest count.	M
Land Use Policy	These are areas that have been identified in municipal plans and other policy documents for special incentives to achieve special land use goals. These goals are characterized by mixed land use, high density, walkable environments, and multi-modal integration. A scale of two values (5 or 0) was used to indicate if an area is within such designation or out.	H
Vehicle Ownership	Census information was used to identify areas where vehicle ownership was low. A scale of 5 points was used to rank areas in the AMPA. Areas with none or very low auto ownership got 5 points because it is assumed that residents in such areas depend more on walking than in areas where auto ownership is higher.	M
Walk Share	It is assumed that walk share information from the US Census provide an indication of the potential likelihood of walking activity in that area.	M
Pedestrian Deterrent Index		
Pedestrian Crash rates	Traffic safety is an important deterrent for pedestrian activity. New Mexico is ranked high in the nation for pedestrian fatalities. A scale of 1 to 5 points was used to rank intersections for which pedestrian crash information is available. Intersections with the worst pedestrian crash record rank high in this index.	H
Crime	Personal safety is an important consideration for people to walk or to allow children to walk to school, parks or other destinations. Crime information from law enforcement was used to rank areas based on a 5 points scale. Areas with the high crime activity rank the highest.	H
Average Speed	Average speed was used to approximate the level of comfort for pedestrian activity. A scale of 5 points was used to rank areas next to roadway facilities according to the average speed.	H
Intersection Volume	Intersection volume is a good indication of the level of traffic activity. MRCOG traffic monitoring information was used to rank areas around intersections. Intersection with high levels of traffic activity rank high as pedestrian deterrent activity.	M
Daily Link Volume	Link volume information was used to approximate the level of comfort for pedestrian activity. A high volume facility is assumed to increase the level of exposure of pedestrian and diminish the quality of the environment next to the roadway facility environment. A scale of 5 points was also used to rank areas adjacent to roadway facilities based on traffic volume.	M
Street Connectivity (pending)	Street connectivity information was used to approximate how well or not areas are connected that facilitated pedestrian activity. Areas were ranked according to a street connectivity measurement developed by MRCOG. Areas with low connectivity rank high on a 5 point scale.	H

H (high): major (positive or negative) impact on pedestrian activities
M (medium): intermediate (positive or negative) impact on pedestrian activities
L (low): very limited impact on pedestrian activities

Table 8-2 ► Pedestrian Composite Index

		Pedestrian Deterrent Index			
		D: Low	C	B	A: High
Pedestrian Activity Index	D: Low	Class 2	Class 5	Class 5	Class 5
	C	Class 2	Class 2	Class 5	Class 5
	B	Class 1	Class 3	Class 4	Class 4
	A: High	Class 1	Class 3	Class 3	Class 4

type of development), and census information such as vehicle ownership and walk-share.

Points were assigned to each census block based on each of the elements analyzed. They were added to produce a total number. A threshold of four classes was made with the help of Arc View. Table 8-1 describes the elements and the number of points that can be applied to each element.

Map 8-1 shows areas with a high pedestrian activity index value. As expected, areas characterized by mixed-use development, good transit service, and proximity to different pedestrian destinations rank high. Examples include Albuquerque downtown, 4th Street corridor, Uptown area, and Central Ave. East corridor.

The Pedestrian Deterrent Index

This index measures elements that are considered to discourage the walking potential of an area. Elements included were pedestrian safety (crash data, personal safety (crime), and street lighting (pending)), average speed, intersection volume, daily link volume, and street connectivity (pending).

Points were also assigned to each census block following the above methodology. Table 8-1 shows the number of total points by each element considered. Map 8-2 shows areas with the highest pedestrian deterrent index value. Areas such as: Coors Blvd., Central Ave., Uptown, Menaul Blvd., San Mateo, Montgomery Blvd. Wyoming, Eubank, Juan Tabo, 4th Street, are some examples of areas and corridors where the pedestrian deterrent index rank high. These areas require different levels and forms of improvements.

2. Establishing priorities

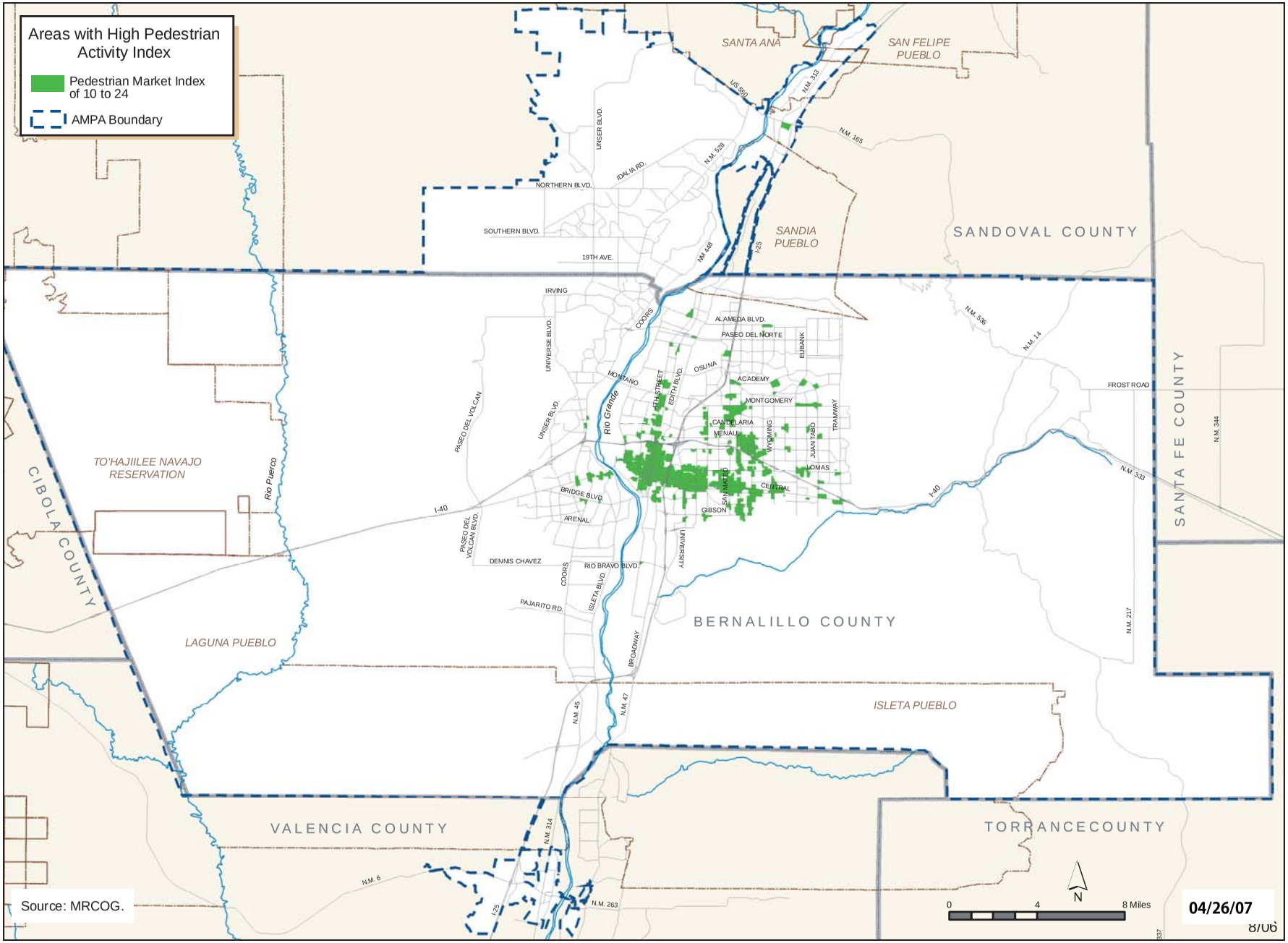
Once the four category threshold (from low to high) for each of the indexes has been established, a summary matrix was created. The matrix will provide different combinations of the "pedestrian activity index" and the "pedestrian deterrent index" values. Five classes were created for the simplicity of the analysis (see Table 8-2).

The information, summarized in this matrix results in 16 possible combinations of pedestrian market index and pedestrian deterrent index values. These combinations are at the heart of the PCI.

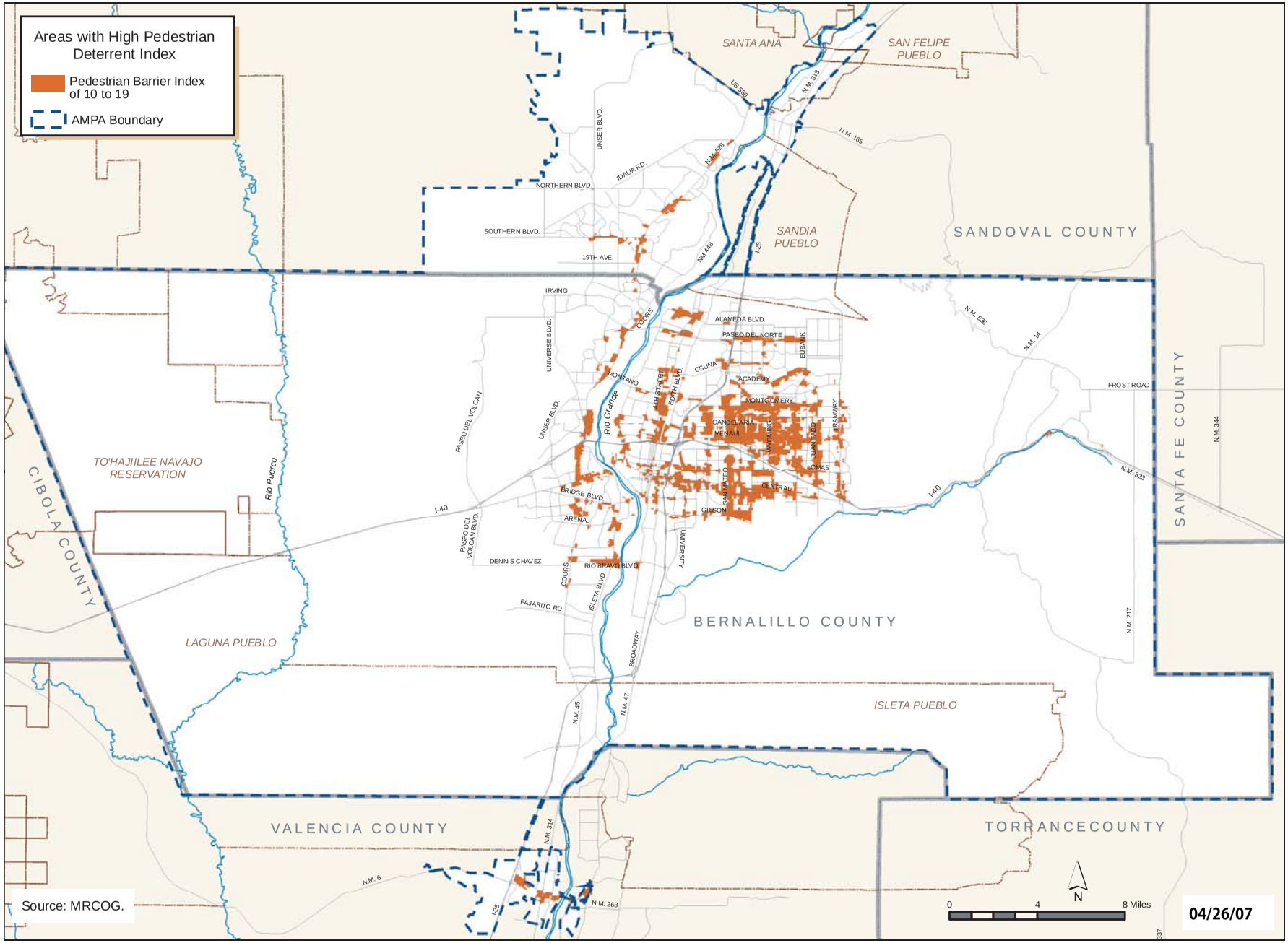
This pedestrian index works as follows: An area with a high value in the "Pedestrian Activity Index" and a low value in "Pedestrian Deterrent Index" identifies an area where the likelihood of pedestrian activity is high and the need for improvement is low. On the other hand, an area that has a low score in the "Pedestrian Activity Index" and high value in the "Pedestrian Deterrent Index" indicates that the pedestrian market is low and the need for improvements to address the deterrent elements is high (in need of many resources).

From a strategic planning point of view, class 3 and 4 could be considered primary target areas for programming limited federal and state resources. These classes mean that the potential for pedestrian activity is present and can be enhanced with improvements to address the deterrent for such potential. Improvements are important because elements that favor walking are already there. Map 8-3 shows such areas with missing sidewalk inventory information on top. As expected, areas along 4th Street Corridor, Central Ave east of downtown,

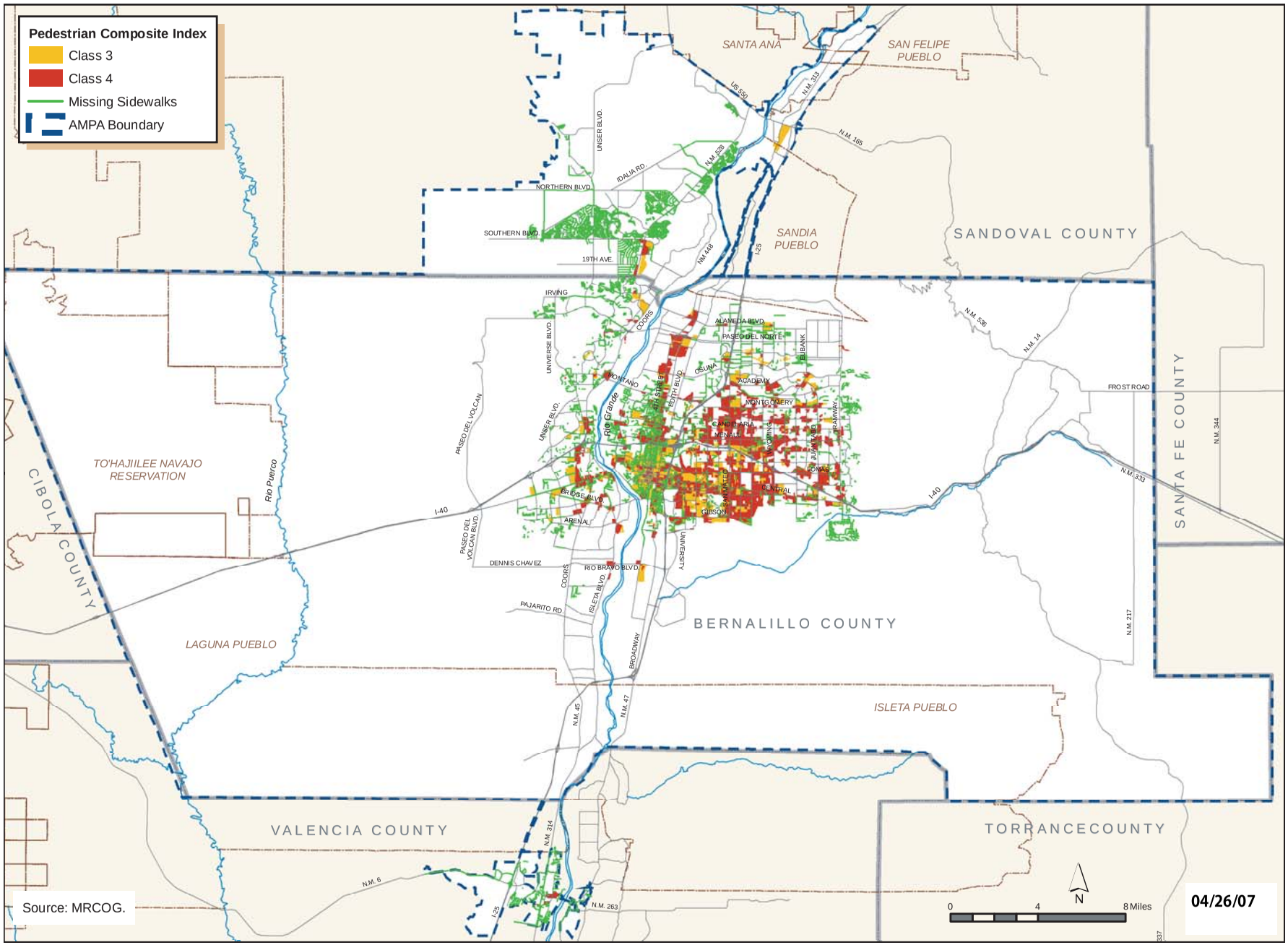
Map 8-1 ► Areas Ranking High in the "Pedestrian Activity Index"



Map 8-2 ► Areas Ranking High in the "Pedestrian Deterrent Index"



Map 8-3 ► Pedestrian Composite Index



Albuquerque downtown area, Coors Blvd. around I-40 and north of Central Ave., San Mateo Corridor, the Presbyterian Hospital, UNM, and Uptown area, are some areas identified as areas where improvements could be implemented and a return of pedestrian activity could be expected.

A word of caution needs to be said. The priority area identification provided by this analytical tool should not be the only criterion. Planning is a more dynamic and rich field for coordination and partnership. If an opportunity arises to implement a project or a program in an area not included as a target by this method, the opportunity should not be ignored. This methodology has been developed to facilitate regional planning and should not supplant or supersede the local planning process which provides more means to develop a detailed intervention. Some of the potential strategies to improve target areas include engineering, enforcement, education, design, land use, etc.

Map 8-4 shows a blowup of a core area of Albuquerque with Class 3 and Class 4 areas and missing sidewalk information from the City of Albuquerque database. This kind of analysis is very useful because it integrates the PCI and the missing sidewalk inventory at the local level.

3. Pedestrian Issues in Policy Documents

A survey of local policy documents to determine the level in which local municipalities address pedestrian needs has been completed. Most of the local government documents reviewed made reference to pedestrian activity, facility type, design, and safety. The documents and government staff interviewed also recognized the desire to develop an integrated multimodal transportation system in which pedestrian systems are critical. The level of specificity in which pedestrian issues are addressed varies among documents as well as how resources are allocated, how facilities are built and how the needs of all users are considered.

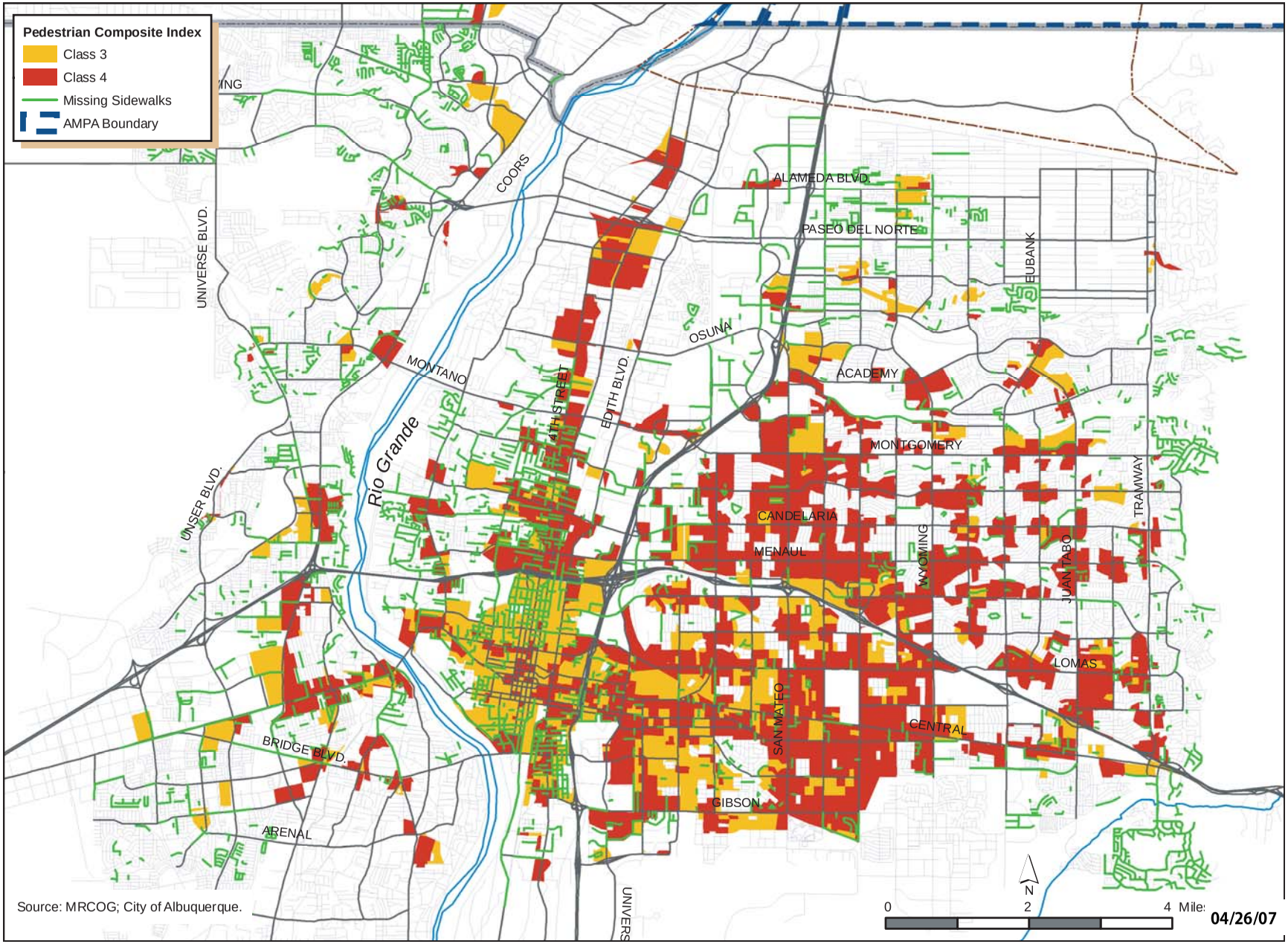
Table 8-3 provides a general summary of how these documents by municipality address some of the pedestrian issues. This table is a working product for which additional information is still needed.

The sentiment from some of the agency staff participating in the survey is that even though there are statements within policy documents (comprehensive plans, zoning and development ordinances) that address pedestrian issues there is not enough clarity and specificity about how pedestrian considerations will be accommodated in new development, design, and funding sources. There is a lot of work that needs to be accomplished in addressing connectivity, accessibility and integration between modes of transportation. Some agencies expressed the desire to develop a regional pedestrian plan that brings a regional approach to the engineering, education and promotion, and safety dimension of pedestrian needs.

People have expressed the desire that land use development approved in the region be more supportive of pedestrian activity. Some of the improvements mentioned include: residential development adjacent to activity centers, better pedestrian connections to schools, enhanced intermodal travel opportunities between modes of transportation (automobile, rail, public transportation, bicycling, and walking) and sidewalks or walkways that are better designed to accommodate several people passing each other and people with disabilities. The development of the 2030 MTP provides a great opportunity to take steps in implementing policies that make this region more walkable.

A "Competitive Pedestrian Grant Program" concept has been proposed as part of this MTP. The general concept is to develop a grant program that makes funds available to MPO member agencies on an annual basis that would allow grantees to develop pedestrian plans and studies and in the future to make improvements in the Albuquerque Metropolitan Planning Area. Funding for the program has not yet been identified.

Map 8-4 ▶ Pedestrian Composite Index for the AMPA for a Selected Area



4. American with Disabilities Act and Section 504

The statutes prohibit public agencies from discriminating against person with disabilities. Public agencies must provide pedestrian access for person with disabilities to the agency's streets and sidewalks, whenever a pedestrian facility exists. In other words, public rights-of-way and facilities are required to be accessible to persons with disabilities by the Rehabilitation Act of 1973 (Section 504), 29 U.S.C. 794 and Title II of the Americans with Disabilities Act of 1990 (ADA) (42 U.S.C. 12131-12164). These laws work together in achieving the intended goal.

ADA statutes do not require public agencies to provide pedestrian facilities. What ADA statues require is that when a public agency provides a pedestrian facility, it must be accessible to persons with disabilities to the extent technically feasible.

Any project for construction or alteration of a facility that provides access to pedestrians must be made accessible to persons with disabilities (42 U.S.C. 12131-12134; 28 CFR 35.150, 35.151; Kinney v. Yerusalim, 9F.3d 1067 (3d Cir. 1993), cer. Denied, 511 U.S. 1033 (1994). An alteration is a change in the facility structural capacity that affects or could affect access, circulation, or use. Such projects have the potential to affect the structure, grade, or use of the roadway. Alterations include items such as reconstruction, major rehabilitation, widening, resurfacing (e.g. structural overlays and mill and fill), signal installation and upgrades, and projects of similar scale and effect.

Maintenance activities include actions that are intended to preserve the system, retard future deterioration, and maintain the functional condition of the roadway without increasing the structural capacity. These activities could include, but are not limited to, thin surface treatments (nonstructural), joint repair, pavement patching (filling potholes), shoulder repair, signing, striping, minor signal upgrades, and repairs to drainage systems.

The AMPA will continue working to meet ADA requirements and provide a transportation system that benefits all users.

5. Proposed Pedestrian Projects and Programs

Appendices A, B, C, and D list the projects that are part of the 2030 MTP that meet the fiscally constrained requirement. The tables provide detailed information about each project by type and project description. In addition, Map 7-4 identifies pedestrian projects by the letter "P". The primary source to identify a project should be the project tables and not exclusively the map. Not all the pedestrian projects and programs have been mapped because an alignment or location has not been determined at this time or because the program type cannot be mapped.

4 Public right-of-way consists of everything between right-of-way limits, including travel lanes, medians, planting strips, sidewalks, and other facilities. There are standards for accessibility features such as curb cuts, ramps, continuous sidewalks, and detectable warnings.

Table 8-3 ▶ Pedestrian Policy Review

	City of Albuquerque	Bernalillo County	City of Rio Rancho	Town of Bernalillo	Village of Corrales	Village of Los Ranchos of Albuquerque	Village of Los Lunas
Comprehensive Plan	■	■	■		■	■	■
Main Street Program (s)				■			
Activity Center or Corridor Policy	■	■			■	■	
Pedestrian Goals in Plan Documents	■	■	■		■	■	■
Pedestrian Design Consideration in Policy Documents	■	■	■				■
Intermodal Integration in Plan/Policy Documents	■				■	■	■
Pedestrian Consideration in all Ordinance	■						
Pedestrian Safety Consideration in Policy Documentation	■				■	■	■
Dedicated Funding for Pedestrian Facilities	■	■	■				■
Pedestrian Design Standards For New Subdivision Projects	■	■	■				■
Street Design Standards include sidewalks	■	■	■		■	■	■
Zoning ordinance identifies areas where mixed used are	■	■	■				
Residential & Commercial development ordinances address street design	■					■	■
Development ordinances require sidewalks on both sides of the street	■	■	■				■
Development ordinances require sidewalks on one side of the street	■						
Development ordinances require sidewalks if property is developed	■		■				■
Development ordinances require sidewalks connections with other modes of transportation (transit, rail, bikeways)	■					■	
Are ADA considerations included and implemented in all transportation projects?	■	■	■	■	■	■	■
Is the Municipality implementing an ADA Transition Plan?	*	*	*	*	*	*	*
Do you reference ASHTO or other document for pedestrian facility design and implementation?		■					

Transportation Systems Management and Operations

9

Transportation Systems Management and Operations is a useful tool for analyzing regional transportation as an interconnected set of services and systems to effectively improve system performance and improved mobility though better management and use of the transportation network.

Some elements of M&O that are currently being deployed by member agencies within the MPO include:

- Intelligent Transportation Systems (ITS)
- Traffic Management Centers, local and joint use
- Coordinated Signal Deployments for transit and general purpose auto
- Arterial Management Systems
- Incident Detection and Response
- Traveler Information Dissemination
- Courtesy patrols
- Incident Management
- Special Event Traffic Management
- Roadway Access Control
- Managed Lanes/HOV

Successful implementation of M&O strategies requires close coordination among the member agencies having ownership responsibilities on the transportation system. The MPO has a role in supporting the development and deployment of these systems by providing the forum for interagency project planning and development, as well as through prioritized project programming through the coordinating efforts of the TIP and MTP.


ITS Center

A. Intelligent Transportation Systems (ITS)

The 2030 MTP continues to explore new and innovative strategies to increase the efficiency of the transportation system. Included in those strategies is the promotion and deployment of Intelligent Transportation Systems (ITS). A major purpose of ITS is to enhance and coordinate the collection and dissemination of roadway and traveler information such as congestion levels, travel times, incident reporting, weather, etc., among agencies and private entities and to promote the sharing and dissemination of this information to the traveling public. This increased knowledge of roadway conditions for the users of the system has proven to reduce travel delays, increase safety on the roadway, and to promote the use of multi-modes of travel.

In order to promote ITS development within the AMPA, the ITS Subcommittee has been established within the MPO committee structure with representation from MRCOG member agencies. Examples of ITS deployments include:

- Freeway and arterial management systems that employ coordinated signals, real time video monitoring of roadway conditions and incidents, and other roadway conditions
- Driver information systems that provide real time traveler information on congestion, crashes, and other roadway conditions made available through roadside dynamic message signs, internet, and the media
- Joint use traffic operations centers that allow agencies to monitor roadway conditions and interagency communication and coordination

- Signal preemption and automatic vehicle location to facilitate swifter transit operations and transit schedule and arrival information
- Improved incident detection and response for emergency and safety crews

Every agency within the AMPA that owns or maintains significant elements of the roadway and transportation infrastructure is developing and/or deploying ITS. At the time of the previous MTP document, the AMPA had yet to develop a plan for ITS deployment. Since then, however, the region's ITS Deployment and Implementation Plan has been completed by the Mid-Region Council of Governments and approved by the Metropolitan Transportation Board (MTB) in June, 2004 (R-04-18).

This plan presents corridor-specific and systemwide analysis of ITS strategies for the AMPA. It is intended to provide "CIP"-type guidance for ITS programming in the TIP and MTP, as well as provide input for local agency ITS projects. Analysis included in the plan demonstrates that the implementation of ITS in the Albuquerque area now could provide approximately $100 million in benefits to travelers over the next five years.

The plan includes a system map and a benefits-costs report by project/corridor with a detailed assessment of the ITS components and costs of each ITS subset. Further, it positions the Albuquerque area to move ahead with implementation of an ITS system that will enhance public safety, reduce congestion, improve access to travel and transit information, improve cost savings to motor carriers, transit operators, and government agencies, and reduce fuel consumption and emissions. In addition to traffic management, ITS can assist with WIPP transport notifications, Homeland Security, general information about regional programs, Amber alerts, and so forth.

Key ITS elements/projects were identified in the plan as having significant benefit and have been given priority in agency project development and project programming. These include:

- Joint operation center for coordinated ITS deployment and data sharing
- Incident management
- Traffic signal synchronization
- Traveler information
- "Mainstreaming" of ITS components into other construction projects
- Region-wide deployment of ITS to maximize benefits
- High priority projects for maximum benefits
- Freeway management, ramp metering
- Key arterials and commuting corridors, ie, Coors Blvd, Alameda, Paseo del Norte

The primary emphasis of the Plan is to provide an integrated ITS with the backbone on the Federal Interstate system, and complementary implementation on the major arterial system. Each member agency with traffic operations responsibilities within the AMPA participated in the development of the Plan. Additional federal monies are being requested to supplement current programming levels.

Map 9-1 shows an update of the AMPA's ITS Implementation Plan. Tables 9-1 and 9-2 identify the Stage I and Stage II deployments options, respectively. Table 9-3 shows ITS projects in the MTP.

In an effort to meet the requirement included in 23 CFR Part 940, ITS Architecture and Standards, the AMPA ITS Regional Architecture was completed and approved by the FHWA and FTA during the development of this document. The architecture will ensure the coordinated and integrated deployment of ITS within the AMPA to maximize the benefit to the users of the system.

B. Access Management

1. Limited access

Roadways access management is another method of System Management and Operations that can benefit the throughput and function of the transportation system. Member agencies within the Mid-Region MPO have agreed that certain facilities be designated

Map 9-1 ▶ ITS Implementation Plan for the AMPA

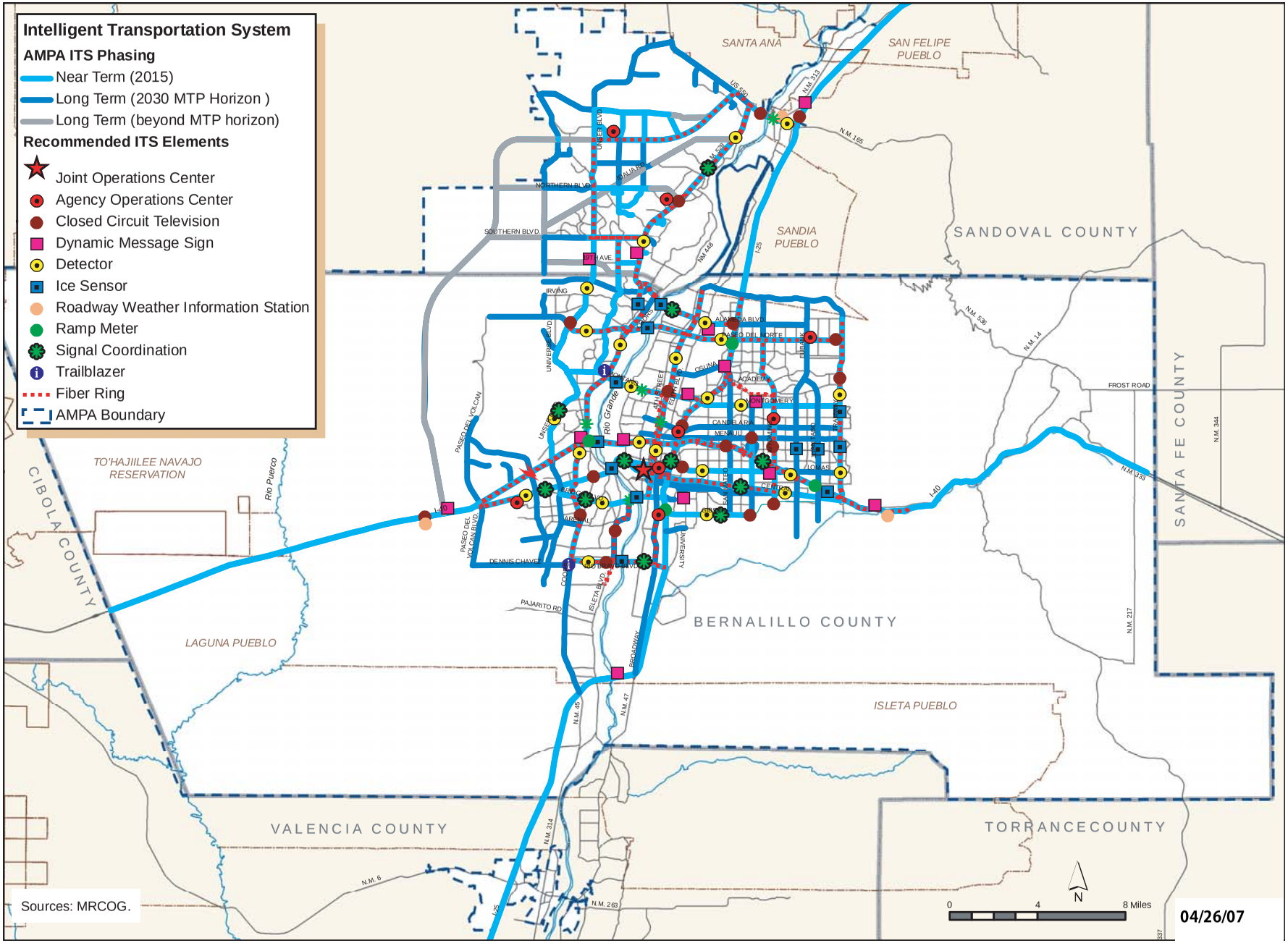


Table 9-1 ▶ ITS Implementation Plan, Stage I Deployment

ITS Option Packaging in IDAS	Corridor(s)		ITS Elements Included in Option Package
ITS Option 1	Coors/ Alameda/ NM 528	Stage 1	Coors-7 CCTV Cameras 14.5 Miles Fiber Optic Cable 1 Pavement Sensor 6 Remote Traffic Monitoring Stations 15 Trailblazer Signs (Arterial-based changeable message signs) Alameda/528-1 CCTV Camera 1 Pavement Sensor 4 Remote Traffic Monitoring Stations 15 Traffic Signal Controller Upgrades Traffic Signal Coordination
ITS Option 2	2nd Street	Stage 1	4 CCTV Cameras 8 Miles Fiber Optic Cable 6 Remote Traffic Monitoring Stations 17 Traffic Signal Controller Upgrades Traffic Signal Coordination
ITS Option 3	Gibson/Central/ Louisiana/Lomas	Stage 1	Gibson-4 CCTV Cameras; Central-2 CCTV Cameras 1 Pavement Sensor; Louisiana-1 CCTV Camera; Lomas-2 CCTV Cameras
ITS Option 4	Montano	Stage 1	1 CCTV Camera 1 Pavement Sensor 5 Remote Traffic Monitoring Stations
ITS Option 5	Paseo del Norte	Stage 1	Paseo Del Norte 9.5 Miles Fiber Optic Cable 1 Pavement Sensor 3 Remote Traffic Monitoring Stations
ITS Option 6	Bridge/Rio Bravo	Stage 1	Bridge 1 Pavement Sensor Rio Bravo 1 Pavement Sensor
ITS Option 7	US 550	Stage 1	1 CCTV Camera 1 Road Weather Information System
ITS Option 8	Tramway	Stage 1	1 CCTV Camera 7.5 Miles Fiber Optic Cable 1 Road Weather Information Systems 5 Pavement Sensor 16 Traffic Signal Controllers Upgrade
ITS Option 9	Urban Interstates	Stage 1	CCTV Cameras Dynamic Message Signs 75 Remote Traffic Monitoring Stations 2 Pavement Sensors 33 Traffic Signal Controllers/Cabinets Upgrade (Frontage Roads) Traffic Signal Coordination (Frontage Roads)
ITS Option 10	Extended Area Interstates	Stage 1	2 CCTV Cameras 2 Road Weather Information Systems 1 Remote Traffic Monitoring Stations

as "limited access roadways" with prescribed access limitations intended to increase roadway throughput, primarily for auto traffic (Map 9-2).

Recommendations within this policy are to be supported by local and state agency street standards and policies. In order for any limited access designation to be effective, it is critical that local land use and access decisions be coordinated within the context of the limited access roadway. Therefore, it is intended that each member agency represented on the MTB with jurisdiction over these roadways and/or

Table 9-2 ► ITS Implementation Plan, Stage 2 Deployment

ITS Option Packaging in IDAS	Corridor(s)		ITS Elements Included in Option Package
ITS Option 1	Coors	Stage 2	27 Traffic Signal Controller Upgrades Traffic Signal Coordination 3 Arterial DMS 3 Trailblazer Signs
ITS Option 2	Alameda/ NM 528	Stage 2	3 CCTV Cameras 2 Remote Traffic Monitoring Stations 15 Traffic Signal Controller Upgrades Traffic Signal Coordination 1 Arterial DMS
ITS Option 3	Gibson	Stage 2	3 Remote Traffic Monitoring Stations 10 Traffic Signal Controller Upgrades Traffic Signal Coordination 2 Arterial DMS
ITS Option 6	Montano/Paseo del Norte	Stage 2	Montano-2 Arterial DMS Paseo Del Norte-1 Arterial DMS
ITS Option 7	Bridge	Stage 2	2 Remote Traffic Monitoring Stations 10 Traffic Signal Controller Upgrades Traffic Signal Coordination
ITS Option 4	Central	Stage 2	5 CCTV 10 Remote Traffic Monitoring Stations 50 Traffic Signal Controller Upgrades Traffic Signal Coordination
ITS Option 5	Lomas	Stage 2	2 CCTV Cameras 7 Remote Traffic Monitoring Stations 26 Traffic Signal Controller Upgrades Traffic Signal Coordination 1 Arterial DMS
ITS Option 8	Rio Bravo	Stage 2	1 CCTV Camera 4 Remote Traffic Monitoring Stations 6 Traffic Signal Controller Upgrades Traffic Signal Coordination 2.7 miles of fiber optic cable and conduit to Complete fiber from Coors Boulevard to I-25 (2 segments
ITS Option 9	Louisiana	Stage 2	1 Remote Traffic Monitoring Stations Wyoming 1 CCTV Camera
ITS Option 10	Unser	Stage 2	5 CCTV Cameras Traffic Signal Coordination 5 Remote Traffic Monitoring Stations 9 TS Controllers Upgrade 1 Arterial DMS
ITS Option 11	US 550	Stage 2	1 Remote Traffic Monitoring Stations
ITS Option 12	Tramway	Stage 2	6 Remote Traffic Monitoring Stations
ITS Option 13	Urban Interstates	Stage 2	54 Ramp Meters
ITS Option 14	Extended Area Interstates	Stage 2	1 CCTV Camera 7 Freeway DMS

Table 9-3 ► ITS-Specific Projects Submitted for Inclusion in the MTP

PIN	Project Title	Project Description	Termini	Lead Agency
563.0	TSM - Incident Management System	Implement system to manage highway incidents	AMPA Wide	NMDOT
568.0	TSM - Motorist Assistance Courtesy Patrols	Expand courtesy patrols (H.E.L.P. vehicles)	AMPA Wide	NMDOT
40.0	ITS - Albuquerque Traffic Management System	Replace traffic signal controllers, communications, camera monitoring, other ITS	City of Albuquerque	City of Albuquerque
384.0	Transportation Surveillance Program	Traffic Data Collection for NM Traf. Mon. Sys., HPMS-Hwy. Perf. Mon. Sys., GIS, Traf. Flow data & model devel.	AMPA Wide	MRCOG
48.0	ITS - District 3 ITS Deployment	Implement ITS Improvements as per ITS Implementation Plan	AMPA Wide	NMDOT
Misc.	Project Level ITS Deployment	Deploy ITS components on project level as per ITS Implementation Plan	City of Rio Rancho	City of Rio Rancho

adjacent land should coordinate access to lands along that facility consistent with these policies. For example, roadways designated as limited access limit the number and frequency of driveways such that access to the adjacent lands must be coordinated in a planned manner such that access can be facilitated with adjacent roadways, frontage road systems, etc. Corridor studies, and/or other planning efforts are the typical mechanism to identify and plan for these corridors. The MPO has established the Roadway Access Policies as a guide to be used by local agencies within their planning and development review activities to promote coordination and ensure consistency with this policy.

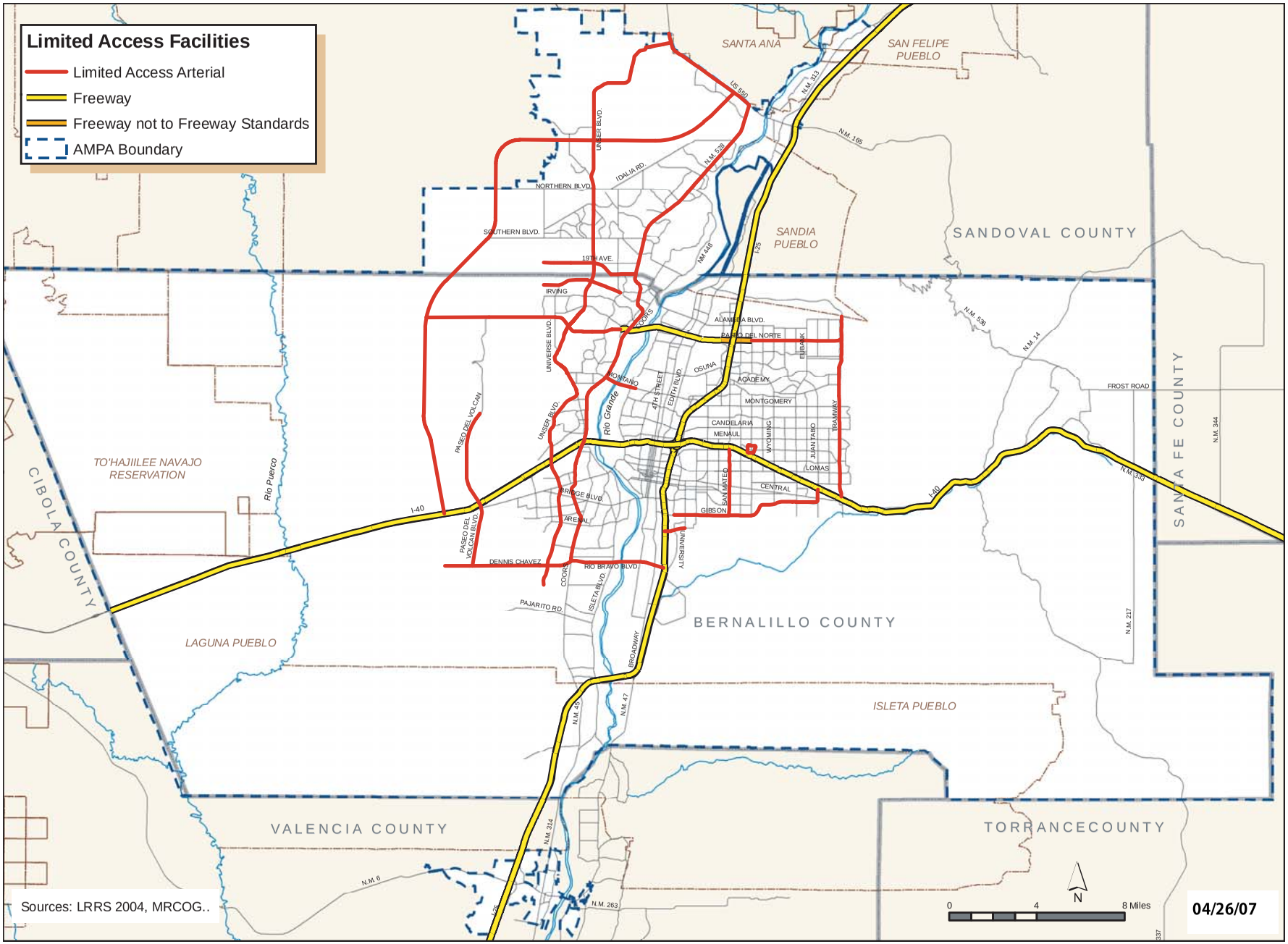
2. Managed Lanes/High Occupancy Vehicles (HOV)

Managed lanes and facilities dedicated to HOV or truck-only traffic can be effective in mitigating congestion, increasing traffic safety, and encouraging increased carpooling and transit use. The Middle Rio Grande Connections study, conducted by the NMDOT and MRCOG in coordination with member agencies and the FHWA, reviewed the performance of the AMPA's entire roadway transportation system .

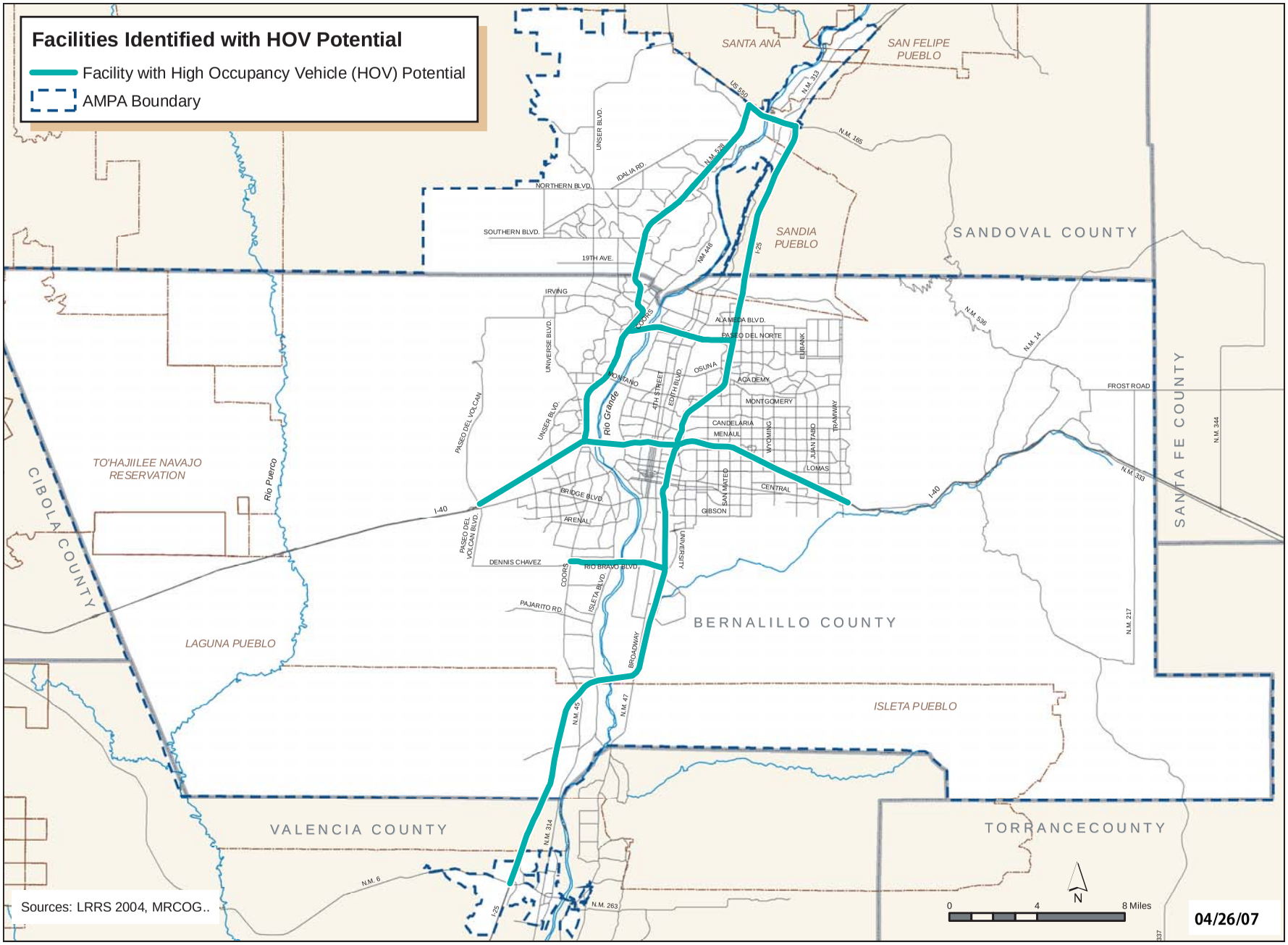
One of the key recommendations of this study was the identification of facilities with high potential for HOV implementation (see Map 9-3). The managed lanes/ HOV element of the AMPA roadway system will work hand in hand with the ITS Implementation Plan, with ITS deployments providing full support for their implementation. The City of Albuquerque has identified as part of its near-term ITS deployment strategy implementation of ITS elements on river crossings within its jurisdictional boundaries.

Other river crossings are being deployed with ITS consistent with the ITS Implementation Plan such as the NMDOT's fiber interconnect across the US 550 at the northern boundary of the AMPA. A Managed Lanes/HOV study is identified in the TIP and MTP that will further refine the concept and identify specific project scope(s), agency responsibilities, and timing for prioritized programming and implementation.

Map 9-2 ► Limited Access Arterials for the AMPA



Map 9-3 ► Limited Access Arterials for the AMPA — HOV Potential



Again, the MPO has a role in supporting the development and deployment of these systems by providing a forum for interagency project planning and development, as well as through prioritized project programming through the coordinating efforts of the TIP and MTP.

3. Paseo del Norte Managed Lane/HOV Preliminary Analysis

As part of the development of this MTP document, the Policy Board has expressed interest in the possibility of implementing managed lanes and/or HOV across at least one of major river crossing within the AMPA (FY2008 UPWP 5.5f). MPO staff in coordination with member agencies within the AMPA are considering a River Crossings Corridor Study which will explore, as a formal corridor study, the feasibility of deploying HOV/Managed Lanes on a major river crossing within the AMPA. In anticipation of this effort, MPO staff has performed preliminary analysis to assess initial feasibility of such a strategy.

The analysis focused on the 2030 PM commute within the Paseo del Norte corridor between I-25 and Coors Blvd. This facility was chosen primarily because it is a limited access/urban freeway type facility serving a major commute within the AMPA. Three scenarios were evaluated as HOV/Carpool/Transit (Rapid Ride) per a reversible managed lane of different configurations and were then compared to the base (no improvements).

Alternatives were evaluated as follows:

- Base conditions, no improvements
- Alternative 2 – Reversible General Purpose Lane
- Alternative 3 – Reversible Lane/Managed
- Alternative 4 – Managed Lanes Convert From Existing

The analysis used MRCOG's Travel Demand Model and the TRAM Accessibility Model to identify key travel times and travel markets for each alternative. The roadway network was coded to represent the changes in general purpose lanes resulting from the addition/conversion of general purpose lanes to reversible and/or managed lanes. Congested roadway speeds were then used in the TRAM model to identify the resulting travel time contours between a representative origin/destination pair within the commuter travel shed. The speed assumed for the managed lane for both the auto "diamond" and transit-only was coded as 45 mile per hour.

The two representative origin/destination points identified were:

- Uptown Employment Center with Rapid Ride Station, and,
- Park and Ride lot at the vicinity of Paseo del Norte and Unser Blvd

The Rapid Ride was coded with 6 stations along the route including the Rail Runner Commuter Rail Station at El Pueblo and 2nd St. Separate analysis was performed for auto travel with general purpose lanes and Managed/HOV, and Managed lanes with Rapid Ride transit on Paseo del Norte (see graphic). Preliminary results show that there are positive travel time benefits possible with each of the evaluation scenarios in varying degree. With a managed, or "Diamond" lane, restrictions are placed on its use such as for vehicle occupancy (carpool), and/or vehicle type (transit). This designation can be varied by time of day, ie, "Peak Period HOV Lanes."

As capacity is most limited and delay most severe at intersections with other roadways, it would be recommended that in addition to implementing an HOV lane along the corridor, exclusive lanes and/or priority be given at intersections entering the corridor. This way, the benefits in travel time and priority would be offered for a larger portion of the total trip. Plus, HOV incentives will result in fewer cars on the system, thus reducing the demand on roadway infrastructure. Preliminary results of the analysis are presented in Table 9-4.

Maps 9-4 through 9-10 depict the information included in Table 9-4 in a graphical manner. The differences between the scenarios are most apparent for the targeted Southeast-to-Northwest travel corridor that Paseo del Norte serves; particularly, northwest Albuquerque and Rio Rancho. Alternative

2, Reversible General Purpose Lane shows a marginal benefit to auto travel times, although not as significant when compared to any of the "managed" scenarios. For example, the travel time savings over the Base for Alternative 2 is approximately 10%. By comparison, the travel time savings increase with Alternatives 3 and 4 with "Managed Lanes" is 16% and 54% respectively. What this shows is that by providing a "Managed/ HOV"-type option within this corridor, travel times can be reduced. It is interesting to note that in Alternative 2, Reversible General Purpose Lane, though an additional general purpose lane is added as a reversible lane, the actual travel time savings are marginal. This is due to the latent demand that exists within the corridor and on river crossings within the AMPA in general that tends to have an "overwhelming" effect on any additional general purpose capacity added.

The results clearly demonstrate that there are travel time benefits to implementing a reversible/managed lane across the Paseo del Norte River Crossing. This preliminary analysis is based on a general assessment of the potential benefit of such a strategy from a demand and travel time perspective using the MRCOG modeling tools. It did not consider such conditions as the design and engineering considerations of the alternatives.

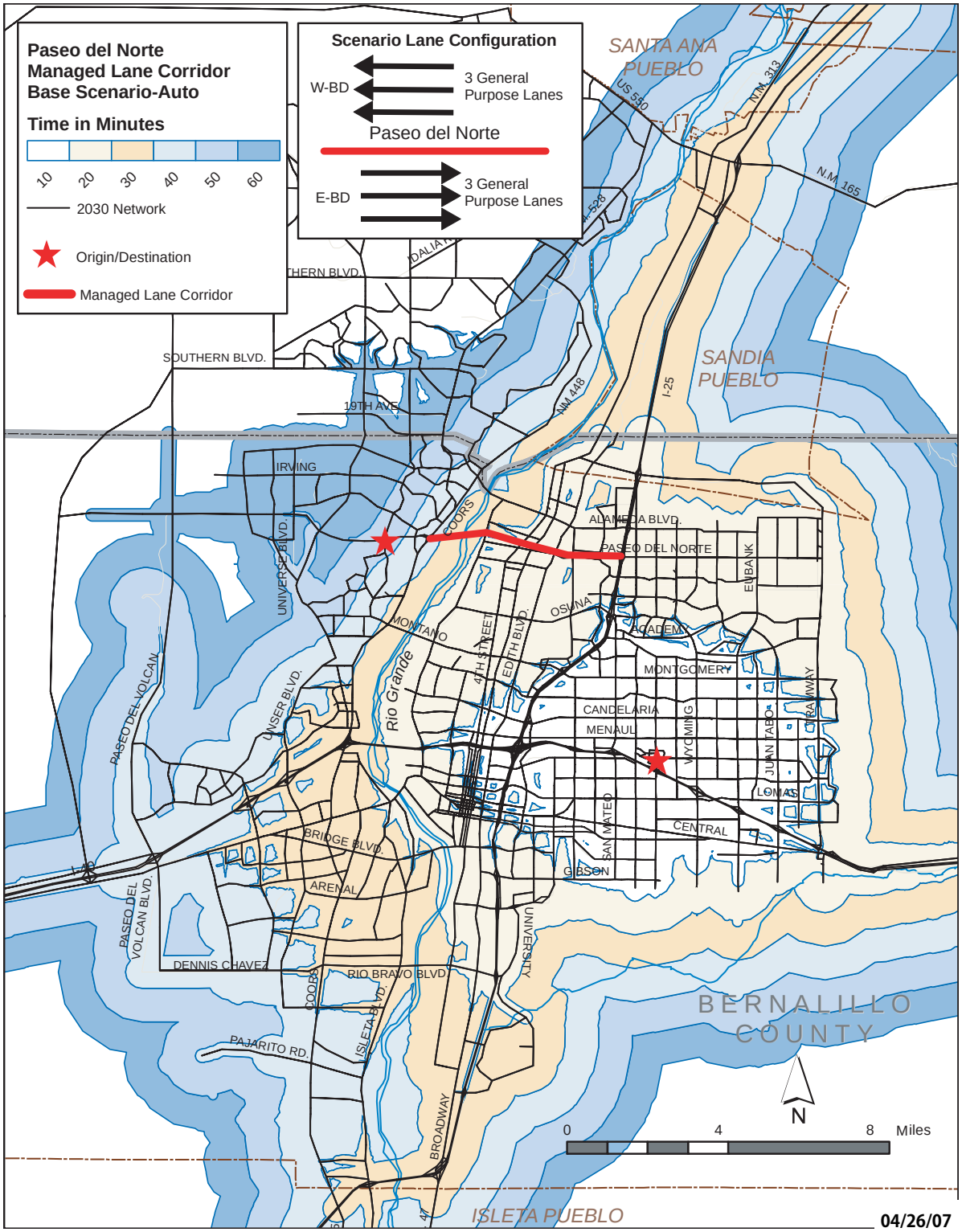
However, given the limited possibilities for addressing river crossing travel demand, (i.e., environmental impacts, limited right of way, and limited agency support for any new crossings in this corridor), the potential benefits of this new approach strongly support further consideration.

Table 9-4 ▶ Paseo del Norte HOV/Managed Lanes Preliminary Analysis Results for the Key Commute Identified in the Analysis

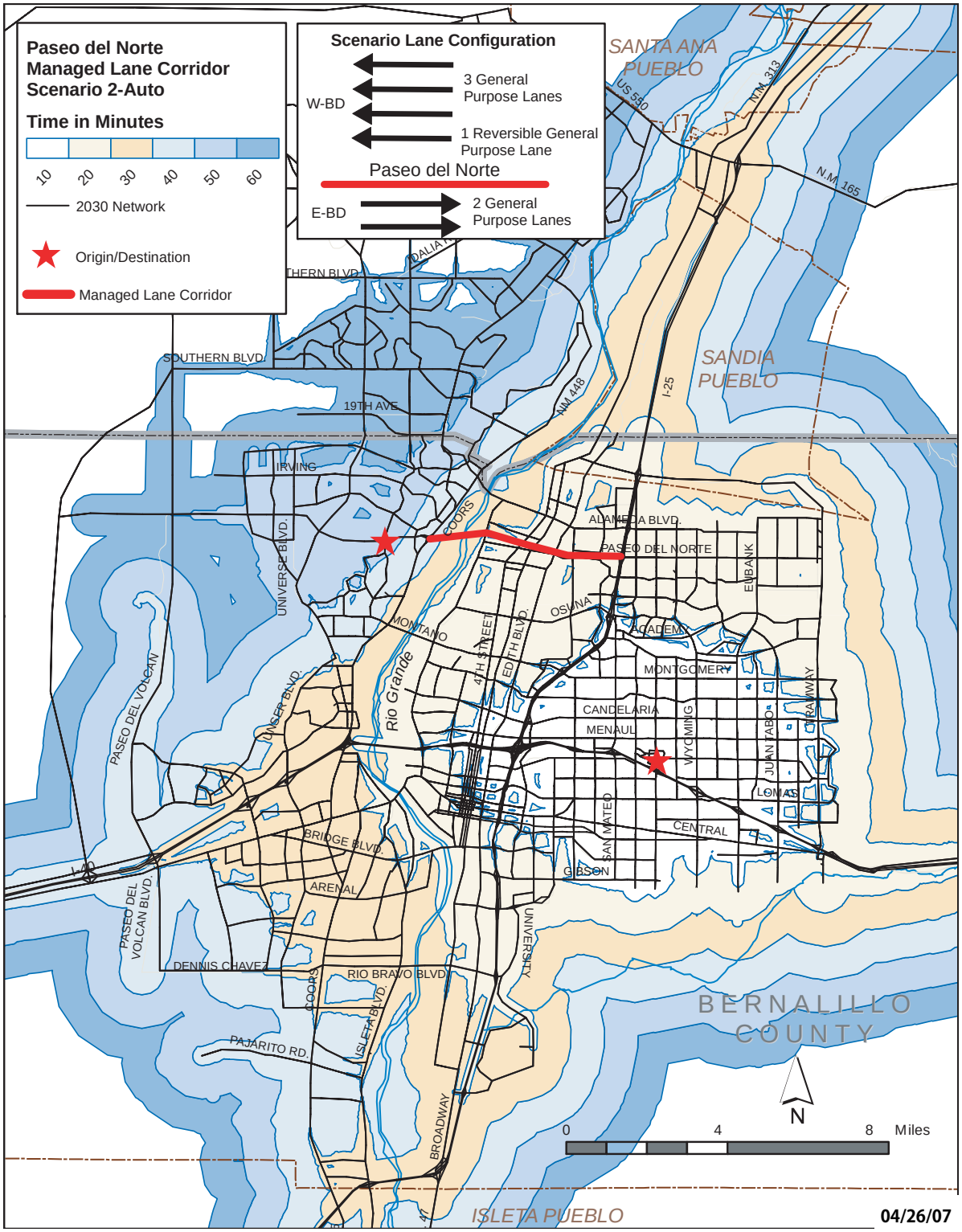
Scenario:	Description:	General Purpose Lanes Configuration*:	Managed Lanes Configuration**	Key Commute Auto Travel Times (minutes):	Key Commute Transit Travel Times (minutes):
Base Alternative 1 No Changes to Existing Facility	Three general purpose lanes coded per direction	3 eb/3 wb	0	57 minutes	Outside of 60-minute Contour
Alternative 2 Reversible General Purpose Lane*	Four westbound and two eastbound lanes coded as general purpose (one westbound lane is reversible)	2 eb/4 wb	0	52 minutes	Outside of 60-minute Contour
Alternative 3 Reversible General Purpose Lane is Managed Lane*	Reversible lane is converted from general purpose to the managed lane. Opposite direction is coded as two lanes	2 eb/3 wb	1 wb	49 minutes	Outside of 60-minute Contour
Alternative 4 Managed Lanes, Existing General Purpose Lane Converted	Existing General Purpose lane is converted to managed lane	2 eb/2 wb	1 eb 1 wb	37 minutes	51 minutes

**Reversible lanes alternate for the AM/PM, eastbound and westbound, respectively. Pm Period lane configuration shown.*
*** Managed lane represents HOV*

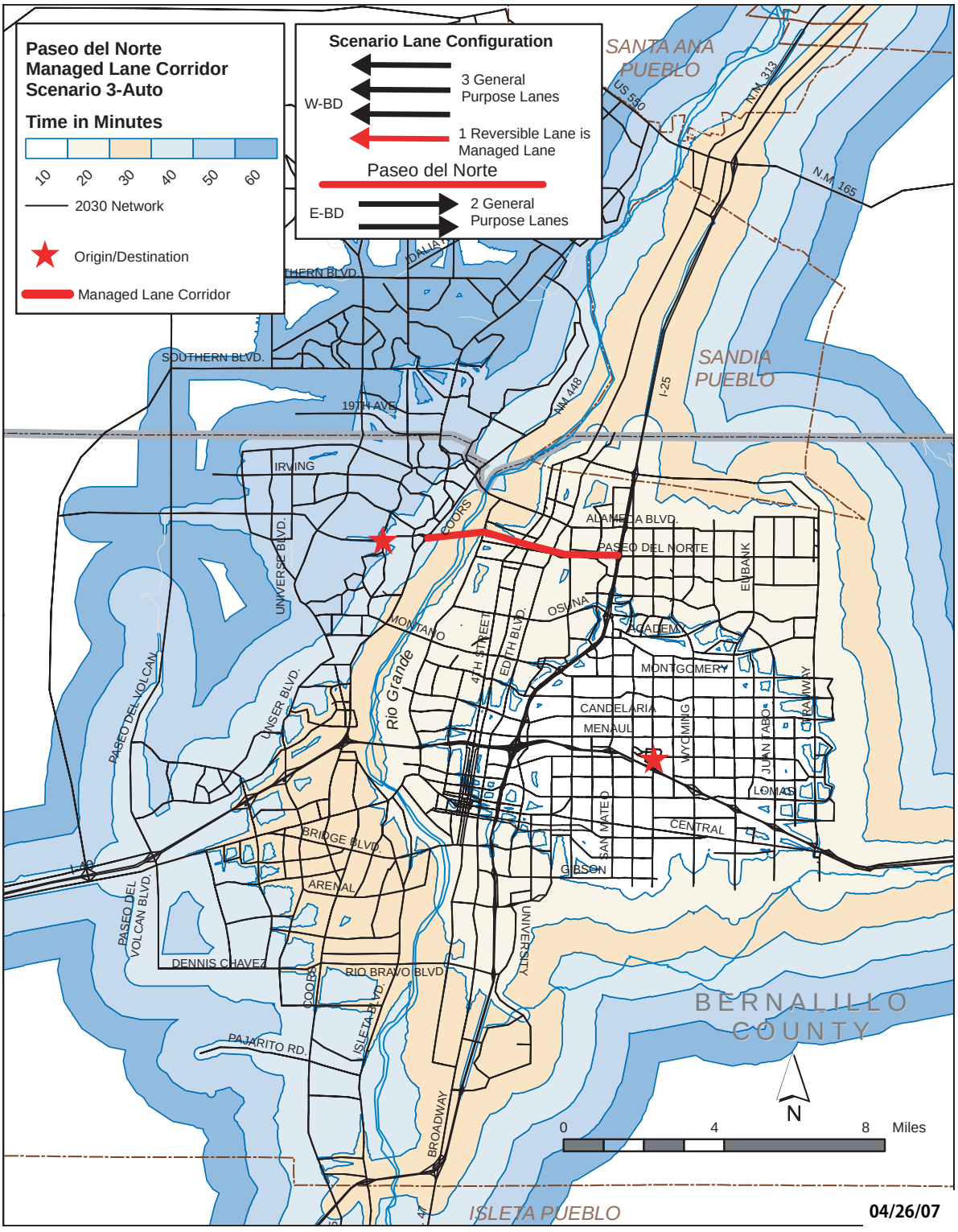
Map 9-4 ▶ Auto Travel Times for Base Scenario, General Purpose Lanes



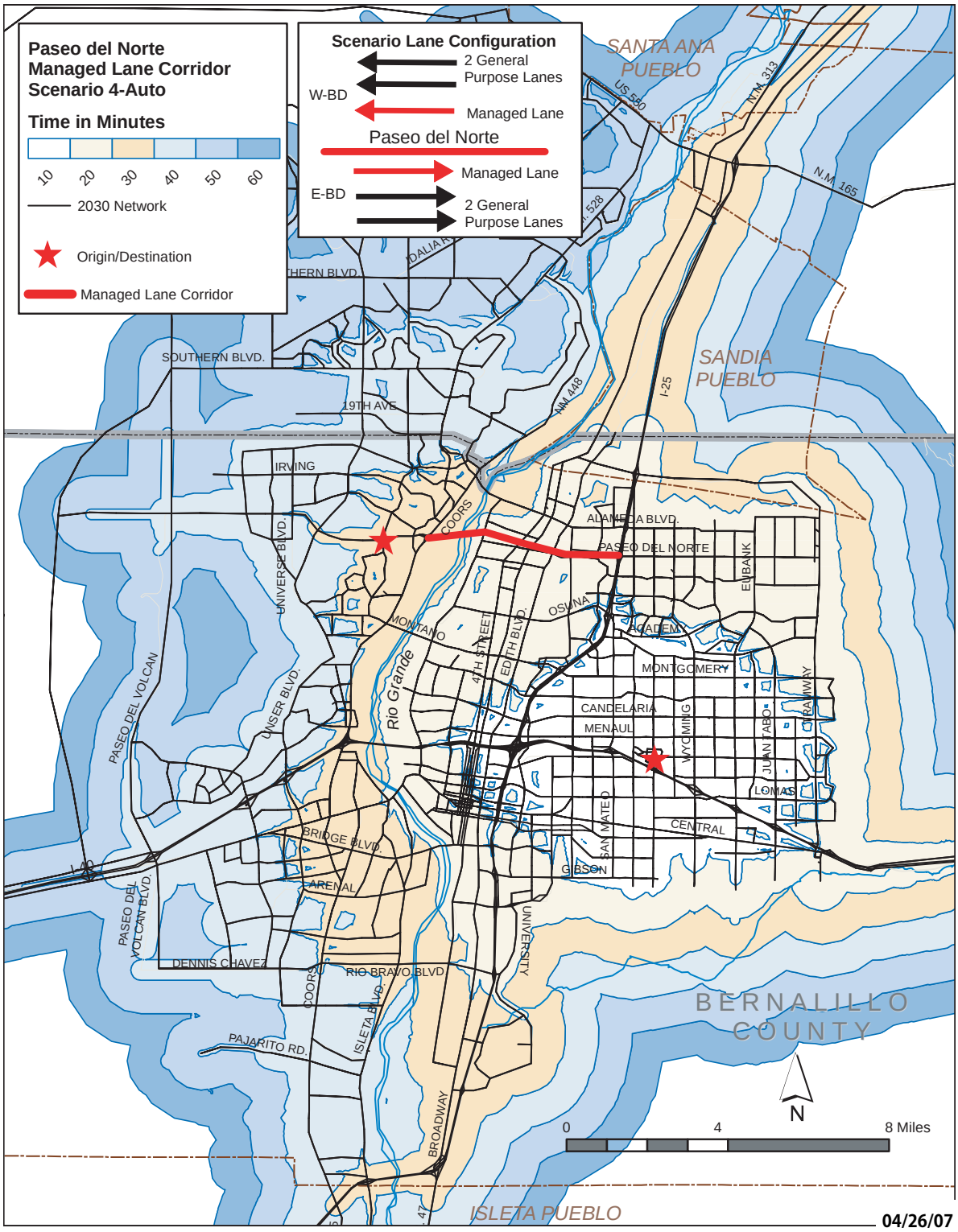
Map 9-5 ▶ Auto Travel Times for Scenario 2, Reversible General Purpose Lane



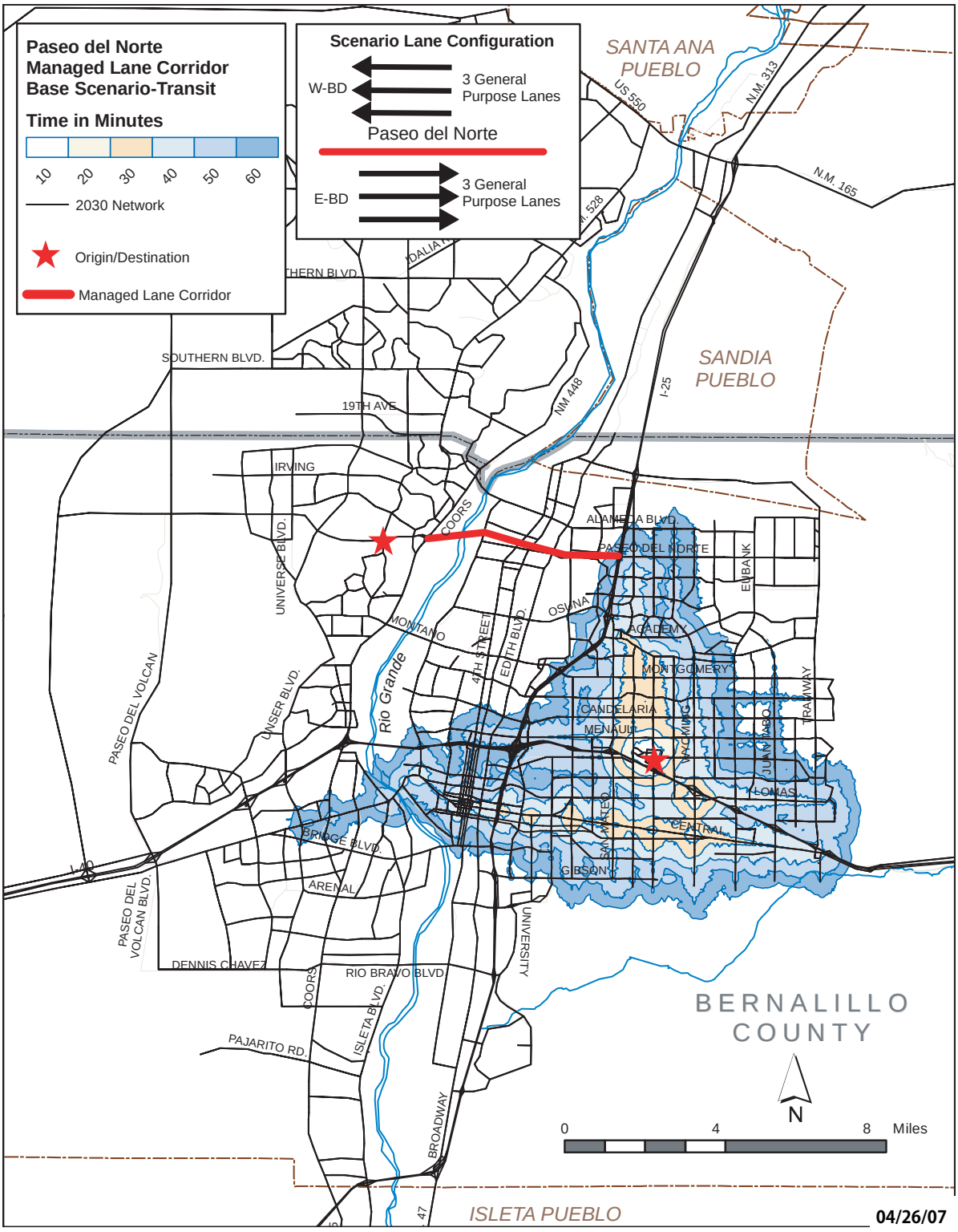
Map 9-6 ▶ Auto Travel Times for Scenario 3, Reversible Lane as the Managed Lane



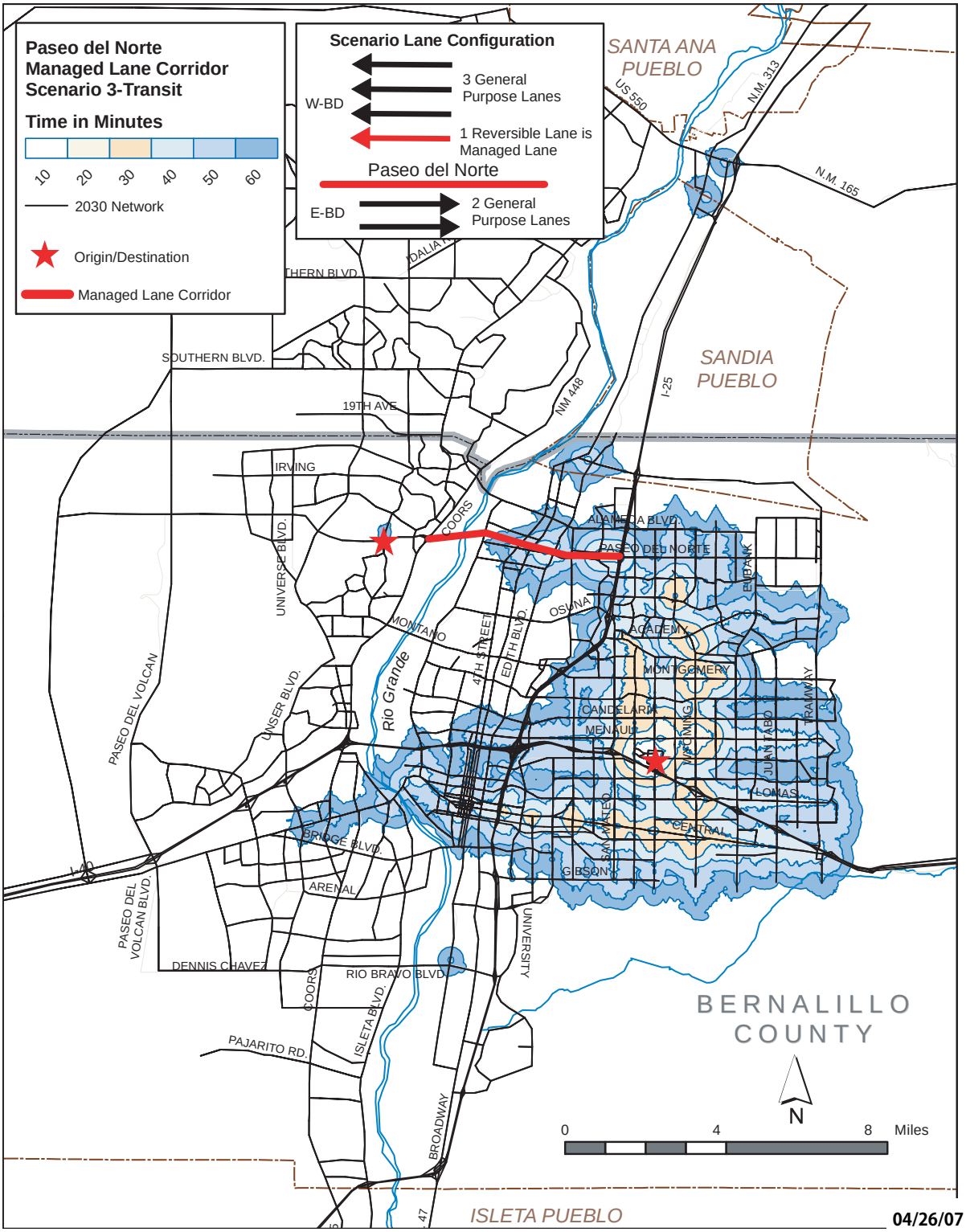
Map 9-7 ▶ Auto Travel Times for Scenario 4, Existing General Purpose Lane is the Managed Lane



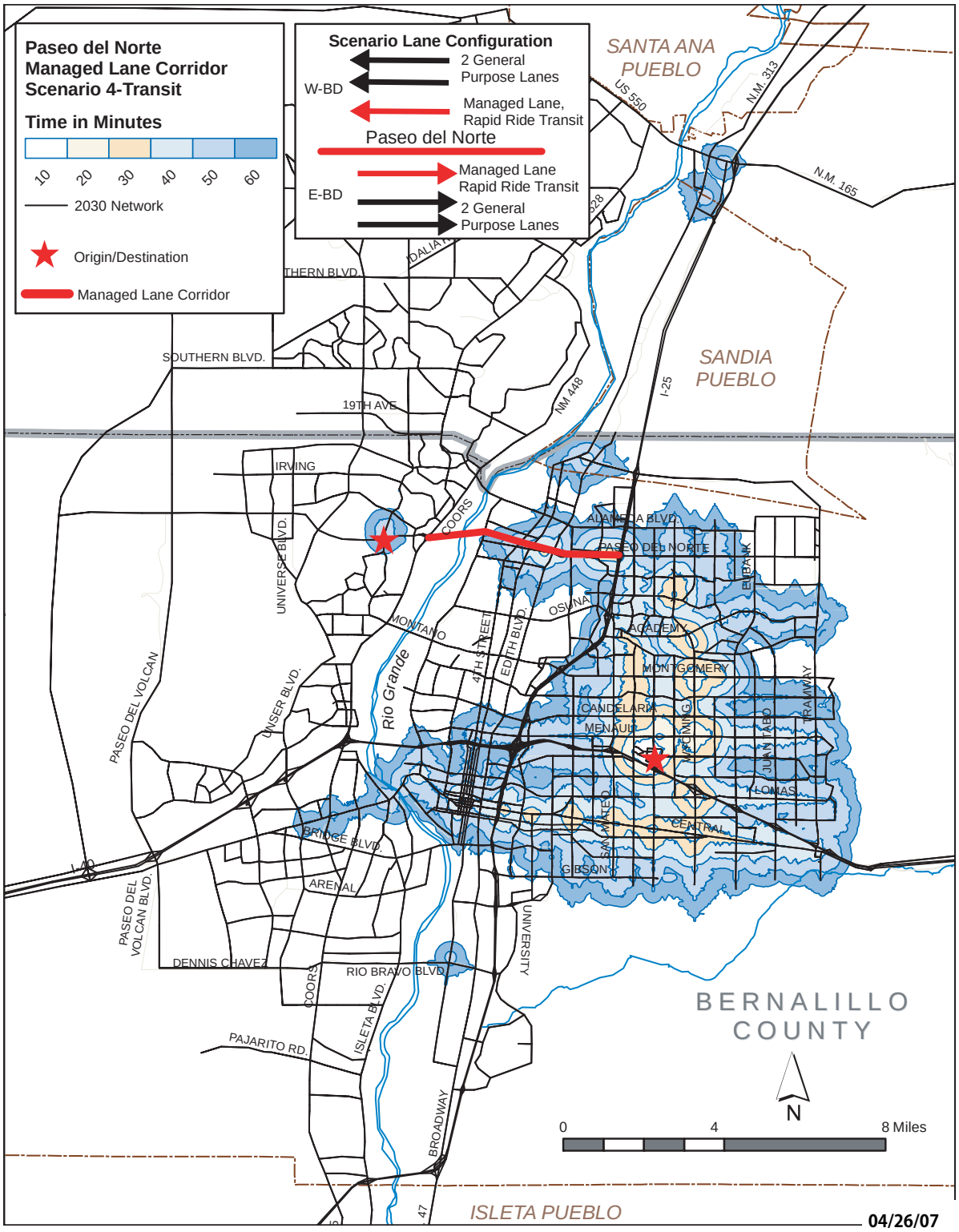
Map 9-8 ▶ Transit Travel Times for Base Scenario, Existing General Purpose Lanes and No Rapid Ride



Map 9-9 ▶ Transit Travel Times for Scenario 3, Reversible Lane is Managed Lane, Rapid Ride Transit



Map 9-10 ▶ Transit Travel Times for Scenario 4, Existing General Purpose Lane is Managed Lane, Rapid Ride Transit



C. Incident Management

Traffic congestion is a daily concern in many medium sized cities through the United States. National statistics have shown that as much as 60% of all traffic delays are related to traffic accidents; and that for every minute that an accident remains in a traffic lane, traffic is delayed up to an additional five minutes. In response to these issues, a Freeway Courtesy Patrol (FCP) program was implemented in 1998. The original program was established to assist in the traffic management of the construction work zone for the reconstruction of the Big I project. This program has evolved into a resource that enhances motorist safety and security while reducing traffic congestion.

In a continued effort to support incident management initiatives in the MPO, data has been collected and analyzed for the operations of the Freeway Courtesy Patrol for 2005. The four major objectives for the FCP drivers are to assist stranded motorists; assisting local law enforcement agencies in traffic control around traffic crashes; detect, mark, and report unoccupied vehicles; and move or assist in moving debris off the roadways. Since its inception in 1998, FCP drivers have responded to thousands of calls for assistance ranging from saving lost dogs trapped on the freeway to full interstate closures.

Currently, the program has five vehicles patrolling from 6:00 a.m. to 7:00 p.m., Monday through Friday. The patrol also operates on special-event days and some holidays.

The highest used service that is offered by our FCP is assisting stranded motorists. The typical types of calls that are responded to are:

- changing tires
- providing gas and other fluids to motorists,
- providing minor mechanical assistance to motorists
- offering motorists transportation to the nearest freeway exit

Current assessment of the effectiveness of this program shows that average delay from freeway incidents has been reduced by 17 to 30 minutes, depending on the type of lane closure.

The City of Albuquerque Police Department (APD) in coordination with the Mayor's office and the City of Albuquerque Department of Municipal Development (DMD) has developed a regional Incident Traffic Management Plan. Upon full deployment of the NMDOT's centralized Traffic Management Center, it is anticipated that further integration of the AMPA's incident management procedures for all ITS Stakeholders will be realized.

D. Special Event Traffic Management

In addition to Incident Management activities, the importance of coordinated Special Event Traffic Management is recognized within the AMPA as being critical to ensuring that many of the special event activities held annually within the AMPA go as smoothly and safely as possible. Specific special event traffic management plans for such events as the International Balloon Fiesta, the New Mexico State Fair, large sporting events and concerts, etc., are being used to promote improved delivery of visitors and patrons to these events. Shuttle busses, reversible lanes, and parking management strategies are among those used for this purpose.

Freight and Commercial Goods

10

The movement of freight is an important part of a metropolitan area's transportation system. The efficient movement of freight within and through a region is critically important to industry, retail, agriculture, international and regional trade, and terminal operators. Metropolitan areas with their air cargo airports, intermodal freight yards, large trucking terminals, truck stops, and rail yards are especially affected by freight movement issues.

What is the role of the MPO in freight transportation planning?

As the forum for cooperative transportation planning and decision-making, the MPO is responsible for making sure that freight movement is considered in the transportation planning process.

MPOs can systematically incorporate freight movement issues into planning activities by:

- Defining those elements of a metropolitan area's transportation system that are critical for efficient movement of freight
- Identifying ways to measure system performance in terms of freight movement
- Developing freight-oriented data collection and modeling to identify problems and potential solutions
- Creating a freight movement advisory committee to identify important bottlenecks in the freight network

MPOs can use planning funds for freight planning and can dedicate funds for specific project implementation. Funding for specific freight projects must meet federal eligibility requirements for funding.

Projects that provide improved access to terminals and airports can be included in the federally funded transportation improvement program (TIP). In those cases where freight investment projects can directly bring about reductions in pollutant emissions, Congestion Mitigation and Air Quality (CMAQ) funds can be used to support those projects.

Freight and commercial transportation in the Albuquerque metro area

Measured by the dollar value of goods destined for or originating in New Mexico, trucking is the dominant mode of freight transport. Albuquerque is New Mexico's motor freight hub for truck firms, terminals, and warehouses.

Trucking terminals in Albuquerque are presently concentrated in three areas. The largest concentration of terminals is within a two square mile radius of Edith Boulevard and Montaño Road in the North Valley near I-25. A smaller concentration can be found on the West Mesa near Hanover Road and Coors Boulevard, near I-40. A new concentration is developing on the West Mesa along Central Avenue at Nine Mile Hill, near I-40.

Consulting firm Parsons Brinckerhoff conducted a truck survey in 2002 on Albuquerque's interstate system. The intent was to determine the number of large trucks – "18 wheelers" – traveling on the interstate through Albuquerque without stopping. Only trucks with enclosed trailers were counted. Data was collected from 8 a.m. to 4 p.m. between April 16 and April 30, 2002. The methodology was to follow trucks until they exited the interstate. Termini points were located at the Carnuel interchange on east I-40, the 98th Street interchange on west I-40, the Tramway

Boulevard interchange on north I-25, and the Rio Bravo Boulevard interchange on south I-25.

A summary of the data indicates that of the 443 trucks that were followed, approximately 83 percent (367) were found on I-40. About 91 percent (333) of the trucks that entered the urban area on I-40 did not stop in Albuquerque. In fact, almost all of them (320) never even left the interstate. By contrast, approximately 72 percent (55) of the followed trucks that entered the urban area on I-25 did not stop in Albuquerque. Sixty four percent (35) of these did not leave the interstate.

I-40 carries the largest volume of freight traffic: eight to nine thousand heavy trucks daily. This high concentration of heavy trucks is unique to I-40.

Issues and Concerns

MPO staff coordinated with the New Mexico Trucking Association, long-haul freight companies, and local representatives of national delivery companies to identify issues, concerns and potential strategies and investments to enhance freight and commercial goods mobility and access.

Issues identified:

- Truck access restrictions on facilities such as Tramway Boulevard, Paseo del Norte and Alameda Boulevard can result in trucks driving further, sometimes onto local streets, to make freight and package deliveries. This can increase congestion on parallel routes and produce more overall vehicle emissions.
- Noise restrictions can inhibit commercial good deliveries much as access restrictions. Improved vehicle technologies may assist in diminishing engine and tire noises. Some freight companies have argued that in many cases trucks are quieter than autos and motorcycles, yet the noise restrictions apply only to the commercial vehicles and not the private ones.
- Hazardous materials loading facilities are limited in number and situated in the center of the metropolitan area near downtown Albuquerque. The location presents a safety issue and the surrounding commercial and residential neighborhoods, as well as the relatively narrow streets leading to the facilities, hinder large truck access.
- Freight deliveries to residential addresses are increasing, mostly due to internet shopping and package deliveries to home-based businesses. Some package and freight delivery companies report that in five years residential deliveries have increased from 5% to 15% of total freight delivery within the Albuquerque metro area, and continues to increase as a percentage every year. Access and noise restrictions in neighborhoods can result in more circuitous delivery routes, taking longer and adding expense.
- The 4th Street overpass height on Paseo del Norte is thirteen feet, nine inches (13'9"), yet semi's require fourteen feet (14') for overhead clearance. For Paseo del Norte to ever be used by large commercial trucks, the clearance issue will have to be resolved.
- Intelligent Transportation Systems are needed on the interstates and major roadways. The ability to detect incidents or congestion and to relay that information through the radio and electronic message signs in a timely manner would be particularly helpful on I-40 both east and west of the metro area.

Safety

11

A. Background

The federal Safe, Accountable, Flexible, and Efficient Transportation Equity Act-A Legacy for Users (SAFETEA-LU) legislation outlined eight federal planning factors. While Safety was previously grouped with security as one planning factor, it has now been identified as a planning factor on its own (23 CFR 450.306). Safety needs to be integrated into all phases of transportation planning, design, construction, maintenance, and operation.

In the AMPA, although in recent years, there have been traffic related safety improvements and the rates of fatalities and injuries have declined at the national level, in 2005 the rate actually increased. There is still more work to be done.

In 2004, New Mexico's traffic fatality rate per 100 million vehicle miles of travel (VMT) was 2.22. This rate is among the highest in the nation. The national fatality rate was approximately 1.5 for the same year. In 2004, New Mexico records show 17,480 traffic related injuries and 440 fatalities (26.9 fatalities per 100,000 population). The national fatality rate per 100,000 population was 14.6. In addition, the pedestrian fatality rate (fatalities per 100,000 population) for New Mexico is still one of the top five in the nation. New Mexico led the nation in total crashes as well as crash rates (per 100,000 people) for the past ten years.

The traffic safety effort in the AMPA needs to focus on identifying high risk areas and corridors, and develop projects and programs that improve safety in those areas. The assessment needs to integrate behavioral and environmental factors, and include a coordinated approach that aims at education and enforcement, involving public safety agencies and other regional stakeholders. Another integral part of traffic safety should include, but not be limited to, intersection design, signal timing, improved lighting to enhance visibility, truncated domes for blind pedestrians, and refuge islands on medians.

The NMDOT, in partnership with the MPOs, transit operators, and other local and private sector safety stakeholders, has developed a Comprehensive Transportation Safety Plan (CTSP) to fulfill its requirements under SAFETEA-LU (article 23 U.S.C 148).

The plan intends to:

- "Establish safety-related goals, objectives, and performance measures relevant to all modes of transportation, including highways, transit, bicycle and pedestrian, and commercial vehicles;
- Address issues at all levels of jurisdiction with specific attention to local and tribal entities with responsibility for prevention and enforcement
- Identify candidate safety action plans and evaluate their potential benefits, costs, and ability to attain defined performance objectives
- Establish a mechanism for interagency coordination with respect to safety issues and develop the necessary partnership agreements
- Carry out a program of public outreach and education in support of the Comprehensive Transportation Safety Plan
- Provide a strategic implementation plan, including action items which can be incorporated into state, local, and tribal governments plans and programs
- Establish a process for evaluating progress towards the CTSP's goals and objectives and updating the plan to reflect progress or changing needs."

Table 11-1 ▶ AMPA Crash Data By Severity

	2001	2002	2003	2004	2001-2004
Fatalities	73	69	46	60	248
Injuries	6707	6024	5733	6164	24628
Property Damage	11507	10841	10114	11642	44104
Total	18287	16934	15893	17866	68980

Table 11-2 ▶ AMPA AM Peak Period Crash Data by Severity

	2001	2002	2003	2004	2001-2004
Fatalities	4	11	9	5	29
Injuries	818	731	752	846	3147
Property Damage	1530	1476	1322	1621	5949
Total	2352	2218	2083	2472	9125

Table 11-3 ▶ AMPA PM Peak Period Crash Data by Severity

	2001	2002	2003	2004	2001-2004
Fatalities	19	10	4	10	43
Injuries	2284	2009	1916	2022	8231
Property Damage	3659	3481	3314	3927	14381
Total	5962	5500	5234	5959	22655

The overall goal of the New Mexico CTSP is to reduce the state fatality rate by 20 percent by the year 2010. This means achieving a rate of 1.67 fatalities per 100 million VMT by 2010. This is a goal that the AMPA can work on achieving as part of a regional safety strategy. There are multi-agency and jurisdictional efforts underway that focus on developing safety strategies in which MPO participation is important. These initiatives relate to areas of safety education, training, engineering, and enforcement initiatives.

B. Issues

Incorporating safety in the MTP means:

- Identifying regional safety needs and local "hot spot" problems
- Coordinated and collaborated efforts with regional stakeholders working on safety
- A continuous multi-agency coordination and communication on safety
- Improving safety related methodologies and tools for assessing and predicting potential safety impacts
- Disseminating real-time incident information to motorists
- Implementing design factors in new infrastructure that enhance the safety and extend the life of structures, minimizing construction zone periods
- Improving connectivity of the transportation system, across and between modes, for people and goods at modal transfer points, bikeways that share and cross the roadways, intersections with crosswalks, and railroad crossings
- Improving the accessibility and safety of transit stops and transfer points, and implementing ITS technologies on transit and emergency vehicles
- Exploring and identifying financial resources to fund safety projects and programs

Table 11-4 ▶ AMPA PM Peak Period Crash Data by Severity

Top 20 Intersections by Crash Rate		Crash Rate 2001-2004	Total Crashes 2001-2004
Seven Bar Loop Rd.	Coors Blvd.	6.61	279
Central Avenue	Tramway Blvd.	4.75	193
Sage Rd.	Old Coors Rd.	4.46	88
Bridge Blvd.	Old Coors Rd.	4.04	165
Sequoia Rd.	Ladera Dr.	3.77	45
Ellison Dr.	Coors Blvd. Bypass	3.71	342
Paseo del Norte	Jefferson St.	3.66	413
Montgomery Blvd.	Wyoming Blvd.	3.55	468
Paseo del Norte	Golf Course Dr.	3.46	189
Central Ave.	Yale Blvd.	3.43	188
Irving Blvd.	Coors Blvd.	3.43	373
Central Ave.	Coors Blvd.	3.41	280
Arenal Rd.	Coors Blvd.	3.40	160
Montgomery Blvd.	Carlisle Blvd.	3.36	304
Montgomery Blvd.	Pan American East	3.32	274
Montgomery Blvd.	San Mateo Blvd.	3.31	439
I-40 N Frontage Rd.	6th Street	3.28	94
Central Ave.	98th Street	3.05	120
NM 528/Alameda Blvd.	Corrales Rd.	2.99	244
Comanche Rd.	Pan American East	2.99	164

- Developing and implementing short term strategies that enhance the safety for all users of the transportation system
- Ensuring cooperation and coordination among all agencies in incident management and emergency situations
- Creating policies and designing practices that are consistent with an efficient and safe intermodal transportation network
- Developing an information system for crash data by compiling, consolidating, analyzing, and accessing
- Establishing a long term vision that enhances the safety of all AMPA residents

Comprehensive safety planning involves

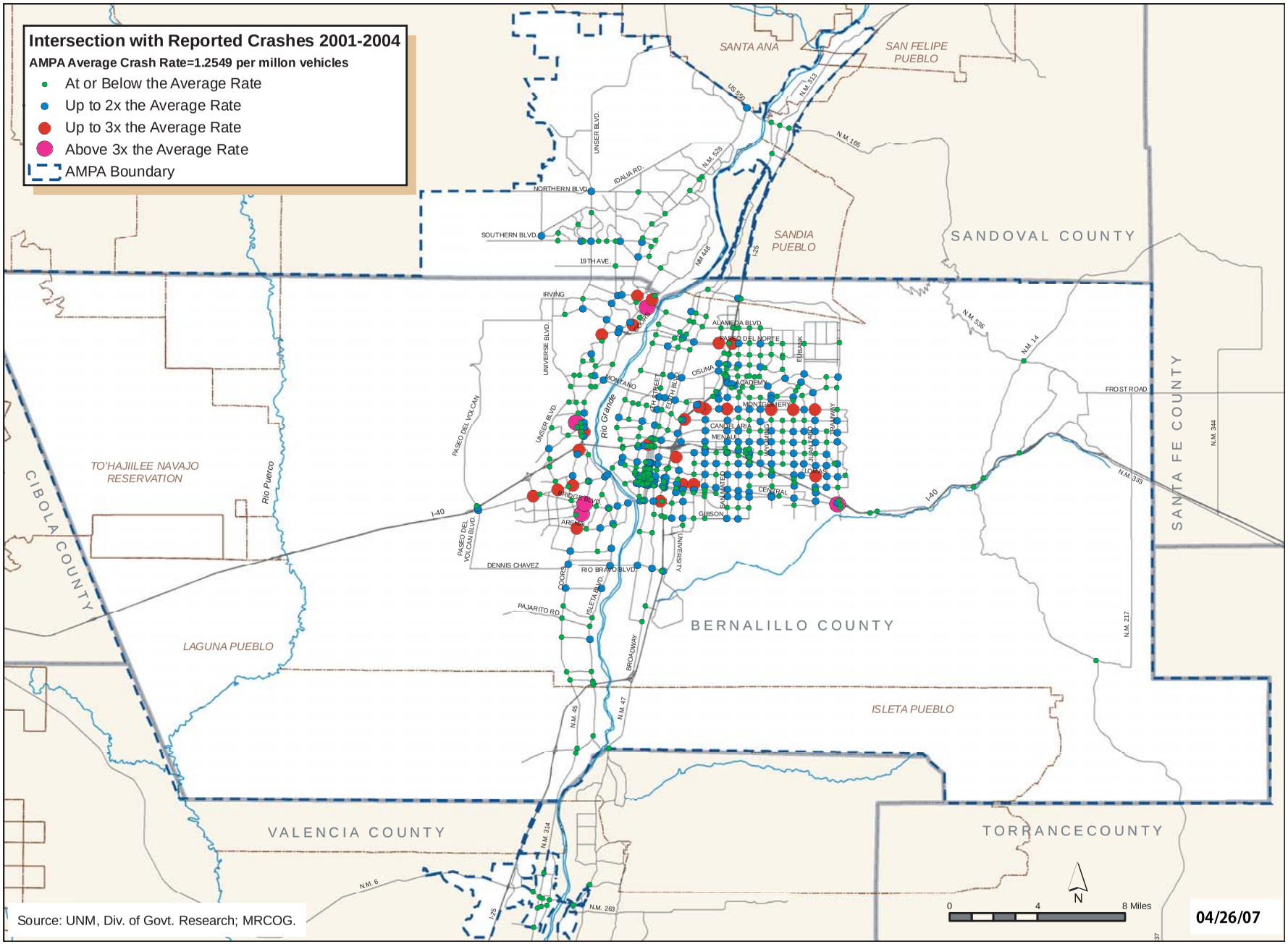
1. minimizing exposure (via an efficient intermodal transportation system),
2. minimizing risk (via functional network),
3. reducing consequences (via efficient emergency management system)

A balance needs to be achieved between these three elements, so that a change in one component of the transportation system does not impose safety problems in another.

C. Current Conditions

According to the Division of Government Research of the University of New Mexico crash database, nearly 68,980 traffic related crashes occurred between 2001 and 2004 — 36% resulted in injuries, 3.6% resulted in fatalities and the rest resulted in property damage (see Table 11-1). Tables 11-2 and 11-3 show am peak period (6:00 through 9:00) and pm peak period (3:00 through 7:00) crash data by severity with higher fatality numbers occurring during the pm peak period.

Map 11-1 ► 2001-2004 Intersections with Reported Crashes



Map 11-2 ▶ 2001-2004 Intersections with High Crash Rates Involving Injuries and Fatalities

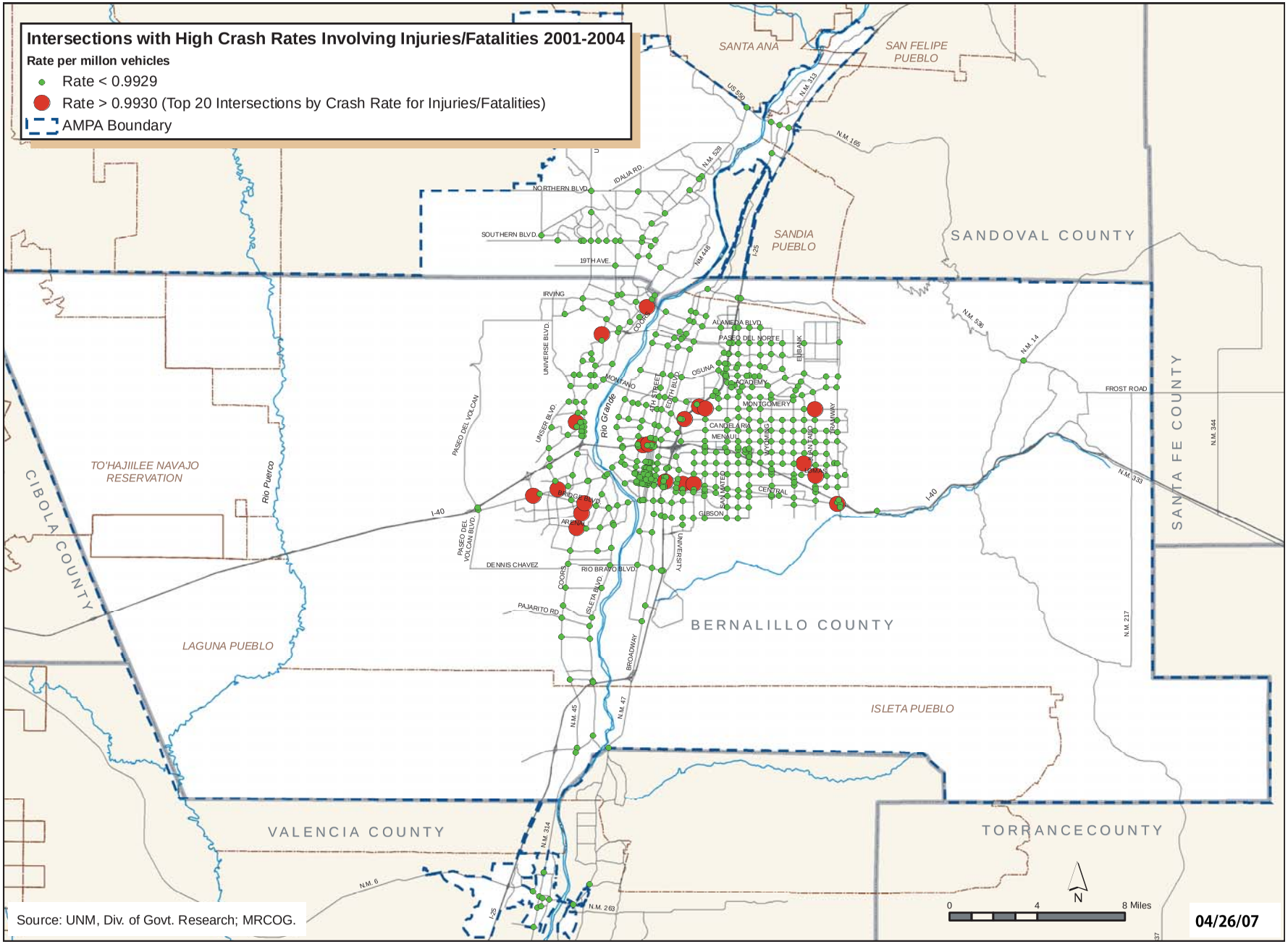


Table 11-5 ▶ Intersections with Highest Fatal Crash Rates and Injuries

Top 20 intersections ranked by injuries & fatal crash rates		Crash Rate 2001-2004	Total Cashes 2001-2004
Seven Bar Loop Rd.	Coors Blvd.	2.16	91
Sage Rd.	Old Coors Rd.	1.77	35
Sequoia Rd.	Ladera Dr.	1.76	21
Bridge Blvd.	Old Coors Rd.	1.61	66
Central Ave.	Tramway Blvd.	1.5	61
Central Ave.	Unser Blvd.	1.39	61
Central Ave.	98th St.	1.37	54
I-40 Frontage Rd.	I-40 Off Ramp	1.27	14
Montgomery Blvd.	Pan American East	1.2	99
Central Ave.	I-25 East Frontage Rd.	1.19	54
Central Ave.	Yale Blvd.	1.11	61
Comanche Rd.	Pan American East	1.11	61
Paseo Del Norte	Golf Course Dr.	1.1	60
Arenal Rd.	Coors Blvd.	1.08	51
I-40 N Frontage Rd.	6th Street	1.08	31
Central Ave.	Girard Blvd.	1.07	68
Montgomery Blvd.	Carlisle Blvd.	1.05	95
Montgomery Blvd.	Juan Tabo Blvd.	1.03	84
Constitution Ave.	Morris St.	1.01	18
Lomas Blvd.	Juan Tabo Blvd.	0.99	91

Map 11-1 shows the intersections with the 20 highest crash rates per million vehicles. Crash rates were calculated by dividing the number of crashes at an intersection by the number of vehicles using the intersection. Because the number of vehicles is very large, the crash rates are expressed as crashes per million vehicles passing through an intersection. Intersections with high crash rates are mainly concentrated along Coors Boulevard, Old Coors Road, Montgomery Boulevard and West Central.

Previously, the focus has been on intersections with the highest number of crashes. However, in order assess the risk of crashes, one should also consider also the amount of traffic passing through the intersection.

Table 11-4 compares crash rates to the total number of crashes for the top 20 most dangerous intersections in the AMPA. The intersection of Montgomery Boulevard and Wyoming Boulevard has the highest number of crashes, but only the 5th highest crash rate. Seven Bar Loop Road and Coors Boulevard actually has the highest crash rate.

Map 11-2 shows that intersections with high injury and fatality rates are mostly concentrated along Old Coors Road, Central Avenue, Montgomery Boulevard and Eubank Boulevard.

1. Bicycle Safety

Bicycle crash information is an important factor in assessing bicycle transportation safety. Determining factors are the frequency with which crashes occur at any location, by reviewing crash information over time, and the crash data in relation to the level of motorized activity at any location (the crash rate). Table 11-9 shows the top ten intersections in the AMPA by the number of bicycle crashes and by bicycle crash rate.

Table 11-6 ▶ Bike Crash Data By Severity for AMPA

	2001	2002	2003	2004	2001-2004
Fatalities	3	3	0	1	7
Injuries	115	108	68	136	427
Property Damage	16	22	15	27	80
Total	134	133	83	164	514

Figure 11-1 ▶ Total Bike Crashes

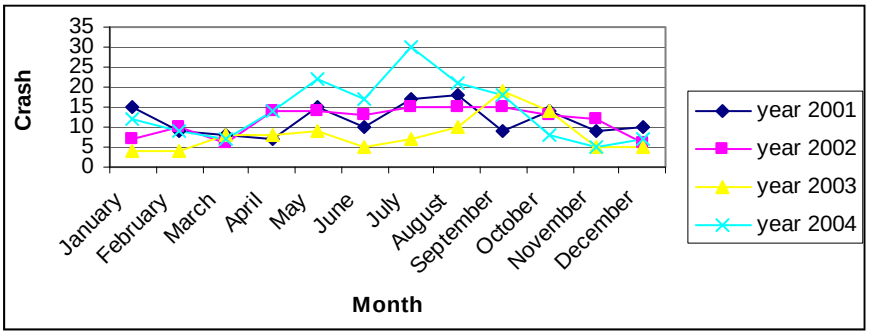


Table 11-7 ▶ AMPA AM Bike Crash Data By Severity

	2001	2002	2003	2004	2001-2004
Fatalities	0	0	0	0	0
Injuries	14	16	12	24	66
Property Damage	4	5	2	3	14
Total	18	21	14	27	80

Table 11-8 ▶ AMPA PM Bike Crash Data By Severity

	2001	2002	2003	2004	2001-2004
Fatalities	1	1	0	0	2
Injuries	48	49	28	46	171
Property Damage	4	8	4	9	25
Total	53	58	32	55	198

According to the Division of Government Research of the University of New Mexico crash database, approximately 514 bicycle crashes occurred between 2001 and 2004 (Table 11-6). The average rate for the AMPA was 0.33 per million vehicles for the period of 2001-2004. August and July are the months during which bike crashes occurred with the most frequency during the study period (Figure 11-1). On average, 83% of the bike crashes included personal injury and about 38.5% of them occurred during the PM peak period (which includes end of school traffic).

Bicycle crashes are concentrated along Central Avenue but appear clustered in areas where the analysis is based on crash rates (bicycle crashes per million vehicles). Map 11-3 shows crash rates at various

Table 11-9 ▶ AMPA Bike Crash Data 2001-2004

Top 10 Locations (ranked by number of crashes)	Bike Crashes	Top 10 Locations (ranked by crash rate)	Bike Crash Rate
Lomas Blvd. - Morris	5	Indian School – Constitution	0.1383
Central Blvd. - Girard	4	Lomas Blvd. – Morris	0.1146
Central Blvd. – Louisiana Blvd.	4	Candelaria – Rio Grande Blvd.	0.1108
Central Blvd. – Yale	4	Lomas Blvd. – Chelwood Park	0.0965
Lomas Blvd. – Tennessee	4	Homestead Circle – Taylor Ranch	0.0913
Central Blvd. – Carlisle	4	Burlison Dr. – Louisiana Blvd.	0.0894
Central Blvd. – Stanford	4	Gold Ave. – 3rd St.	0.0739
Central Blvd. – Juan Tabo	3	Central Ave. – Yale Blvd.	0.0731
Central Blvd. – Atrisco	3	Gold Ave. – 5th St.	0.0706
Central Blvd. – Broadway Blvd.	3	Central Ave. – Carlisle Blvd.	0.0696

intersections. Areas with high crash rates are located around UNM campus, downtown Albuquerque, and the area surrounded by Lomas Boulevard, Indian School, Juan Tabo, and Tramway.

2. Pedestrian Safety

Pedestrian crash information is an important factor in assessing pedestrian transportation safety. Determining factors are the frequency with which crashes occur at any location, by reviewing crash information over time, and the crash data in relation to the level of motorized activity at any location (the crash rate). Table 11-13 shows the top ten intersections in the Albuquerque Metropolitan Planning area by the number of pedestrian crashes as well as by pedestrian crash rates.

A study of Albuquerque's pedestrian crashes by the University Of New Mexico Department Of Emergency Medicine for the period from 1991 to 2001 found that:

- The Albuquerque pedestrian fatality rate was 3.03 deaths per 100,000 people
- Pedestrian crashes involved adults in approximately (57%), elderly (8%), and children less than 18 year of age (35%)
- Most pedestrian crashes involved males (66%)
- Alcohol is a contributing factor on the part of pedestrian (28%), driver (18%), or both (8%)
- For most pedestrian crashes, the fault is undetermined (83%), motorist (16%), or pedestrian (1%)
- Most pedestrian crashes occurred on residential streets (45%), non intersection areas (27%), major intersections (25%), and interstate (3%)

According to the Division of Government Research of the University of New Mexico crash database, approximately 679 pedestrian crashes were recorded between 2001 and 2004 (Table 11-10). The average crash rate for the AMPA was 0.036 per million vehicles for the 2001-2004. August, November and January are months in which pedestrian crashes occurred with the highest frequency (Figure 11-2). On average, approximately 82.3% of the pedestrian crashes included personal injury and about 29.2% of them occurred during the PM peak period.

Pedestrian crashes concentrate along Central Avenue but are clustered in areas when the analysis is based on crash rates. Map 11-4 shows crash rates at intersections for the metropolitan planning area. Areas with high crash rates are located around UNM campus, downtown Albuquerque, and the area surrounded by Lomas Boulevard, Indian School, Juan Tabo, and Tramway.

1 Albuquerque Pedestrian Crash Report. The University of New Mexico, Department of Emergency Medicine, Center for Injury Prevention, Research, and Education.

Map 11-3 ▶ 2001-2004 Bicycle Crash Rates at Intersections

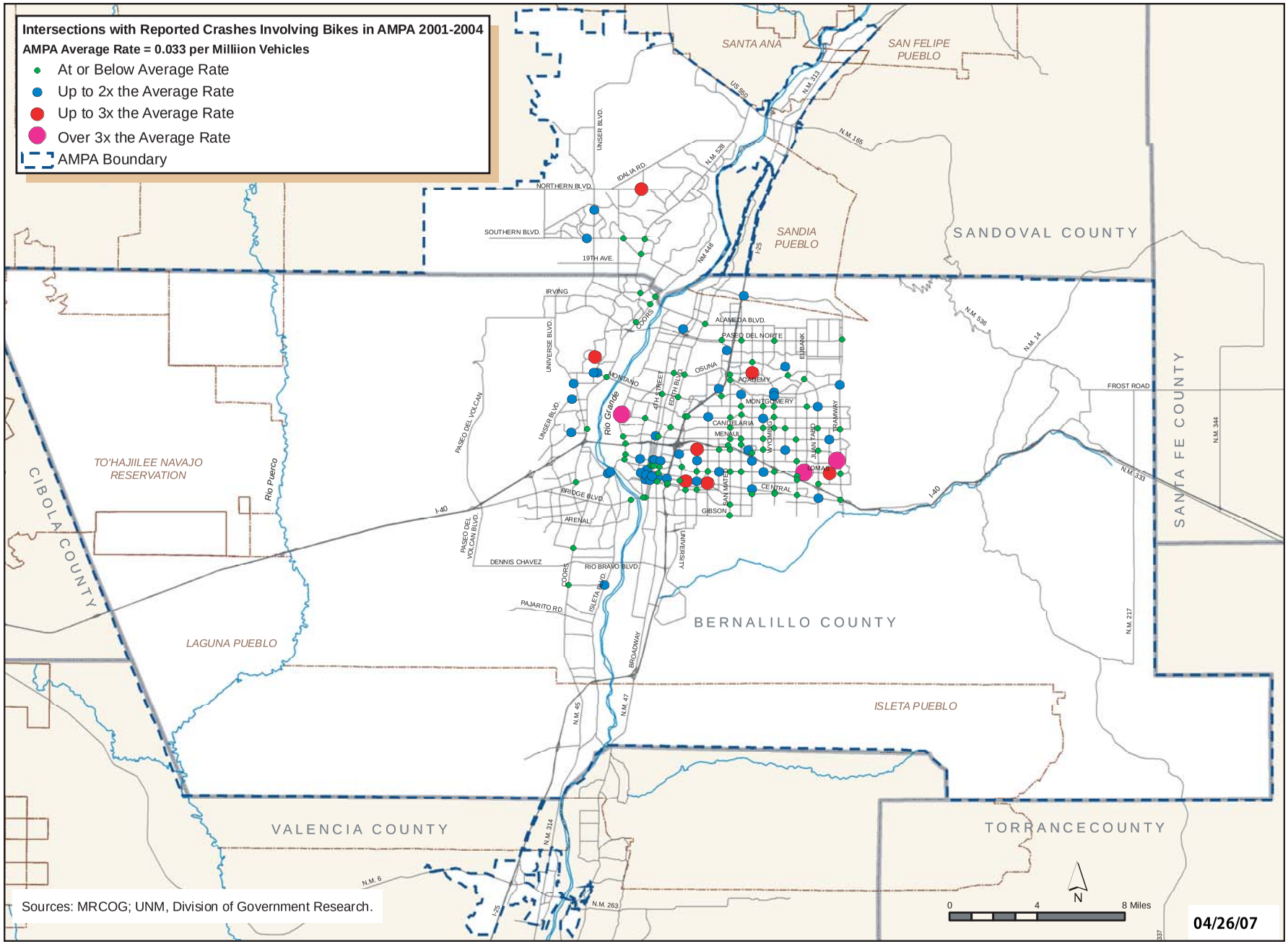


Table 11-10 ▶ AMPA Pedestrian Crash Data By Severity

	2001	2002	2003	2004	2001-2004
Fatalities	25	15	16	10	66
Injuries	166	127	117	149	559
Property Damage	13	17	11	13	54
Total	204	159	144	172	679

Figure 11-2 ▶ Pedestrian Crashes

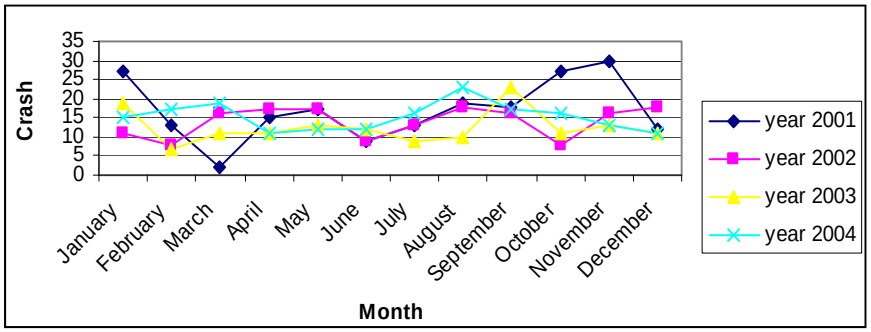


Table 11-11 ▶ AMPA AM Pedestrian Crash Data By Severity

	2001	2002	2003	2004	2001-2004
Fatalities	2	1	4	0	7
Injuries	19	16	17	12	64
Property Damage	2	0	1	4	7
Total	23	17	22	16	78

Table 11-12 ▶ AMPA PM Pedestrian Crash Data By Severity

	2001	2002	2003	2004	2001-2004
Fatalities	1	2	2	3	8
Injuries	46	39	36	55	176
Property Damage	1	4	6	3	14
Total	48	45	44	61	198

3. Truck Crashes

Truck crash is categorized as "Heavy Truck Involvement" in the NMTSB database. Map 11-5 shows intersections with high crash rates involving Heavy Trucks. The map also highlights the top 20 locations with the highest crash rates. This information is relevant when identifying safety strategies that target high priority areas.

4. Transit Safety

The following information regarding transit safety has been provided mainly by ABQRide, the transit provider for the City of Albuquerque and some areas of Bernalillo County. Table 11-16 shows "accidents," and "incidents". Incidents may include very minor accidents (the definition is based on a dollar amount of damage)

Table 11-13 ▶ Top 10 Pedestrian Crash Locations, 2004

Top 10 Locations (ranked by number of crashes)	Pedestrian Crashes	Top 10 Locations (ranked by crash rate)	Pedestrian Crash Rates
Central Blvd. - San Mateo Blvd.	14	Central Blvd. – San Pedro.	0.1502
Central Blvd. – San Pedro	11	Central Ave. – San Mateo Blvd.	0.1402
Montgomery Blvd. – San Mateo Blvd.	9	Central Ave. – Yale	0.1279
Central Blvd. – Louisiana Blvd.	8	Coal – 2nd Street.	0.1094
Central Blvd. – Wyoming Blvd.	7	Sage – Old Coors	0.1014
Central Blvd. – Yale	7	Matthew Blvd. – 12th Street	0.1002
Central Blvd. – Pennsylvania	6	Tramway Rd. – Tramway East ramp.	0.0971
Central Blvd. – Atrisco	5	Central Ave. – Louisiana Blvd.	0.0958
Central Blvd. – Coors Blvd.	5	Gun Club. – Coors Blvd.	0.0932
Highland Ave. – San Mateo Blvd.	5	Copper Ave. – 3rd Street.	0.0923

Table 11-14 ▶ AMPA Heavy Truck Crash Data By Severity

	2001	2002	2003	2004	2001-2004
Fatalities	5	5	5	2	17
Injuries	137	107	126	134	504
Property Damage	521	365	384	445	1715
Total	663	477	515	581	2236

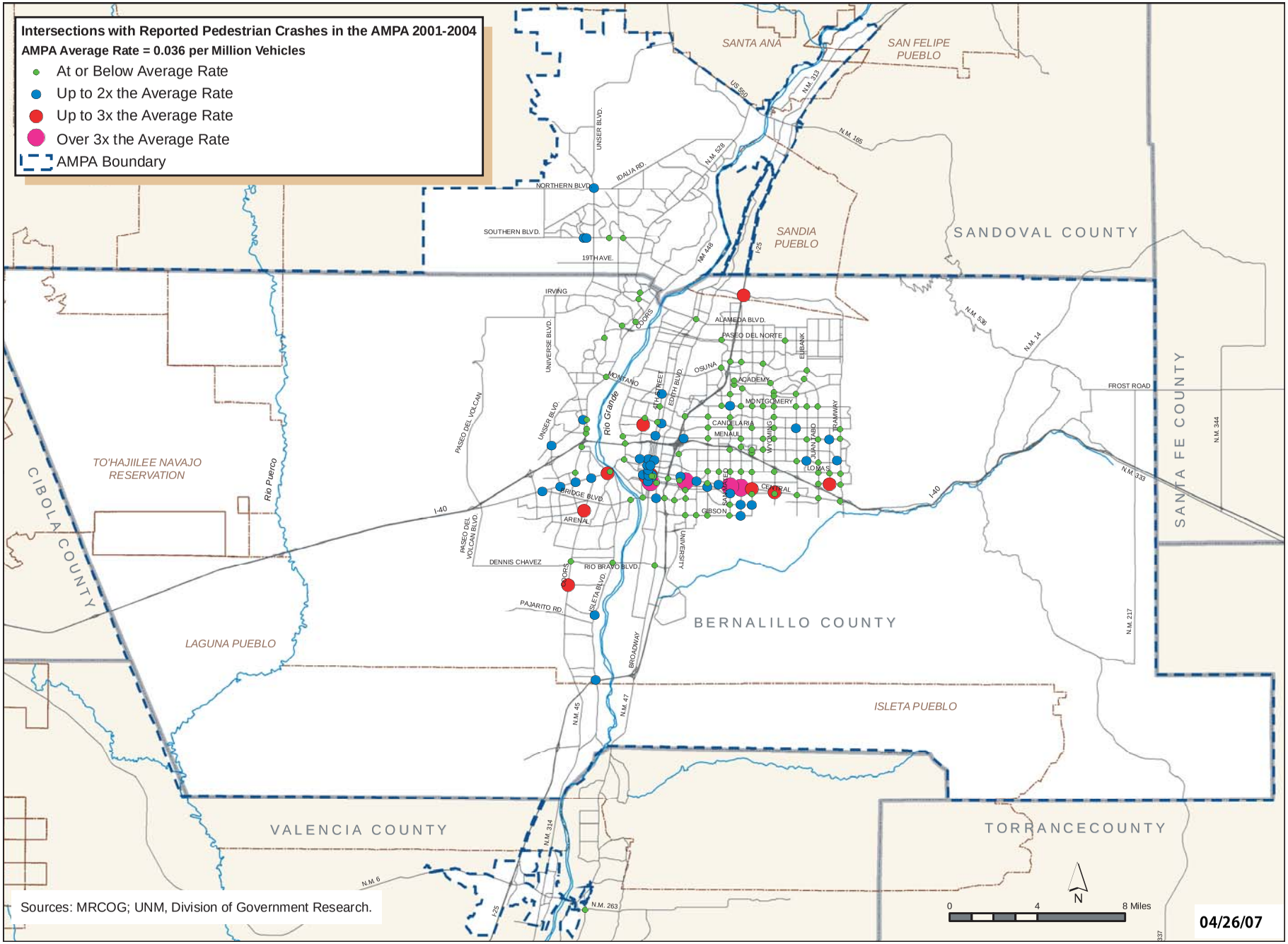
Table 11-15 ▶ AMPA AM Heavy Truck Crash Data By Severity

	2001	2002	2003	2004	2001-2004
Fatalities	1	3	1	0	5
Injuries	28	25	37	41	131
Property Damage	112	79	115	107	413
Total	141	107	153	148	548

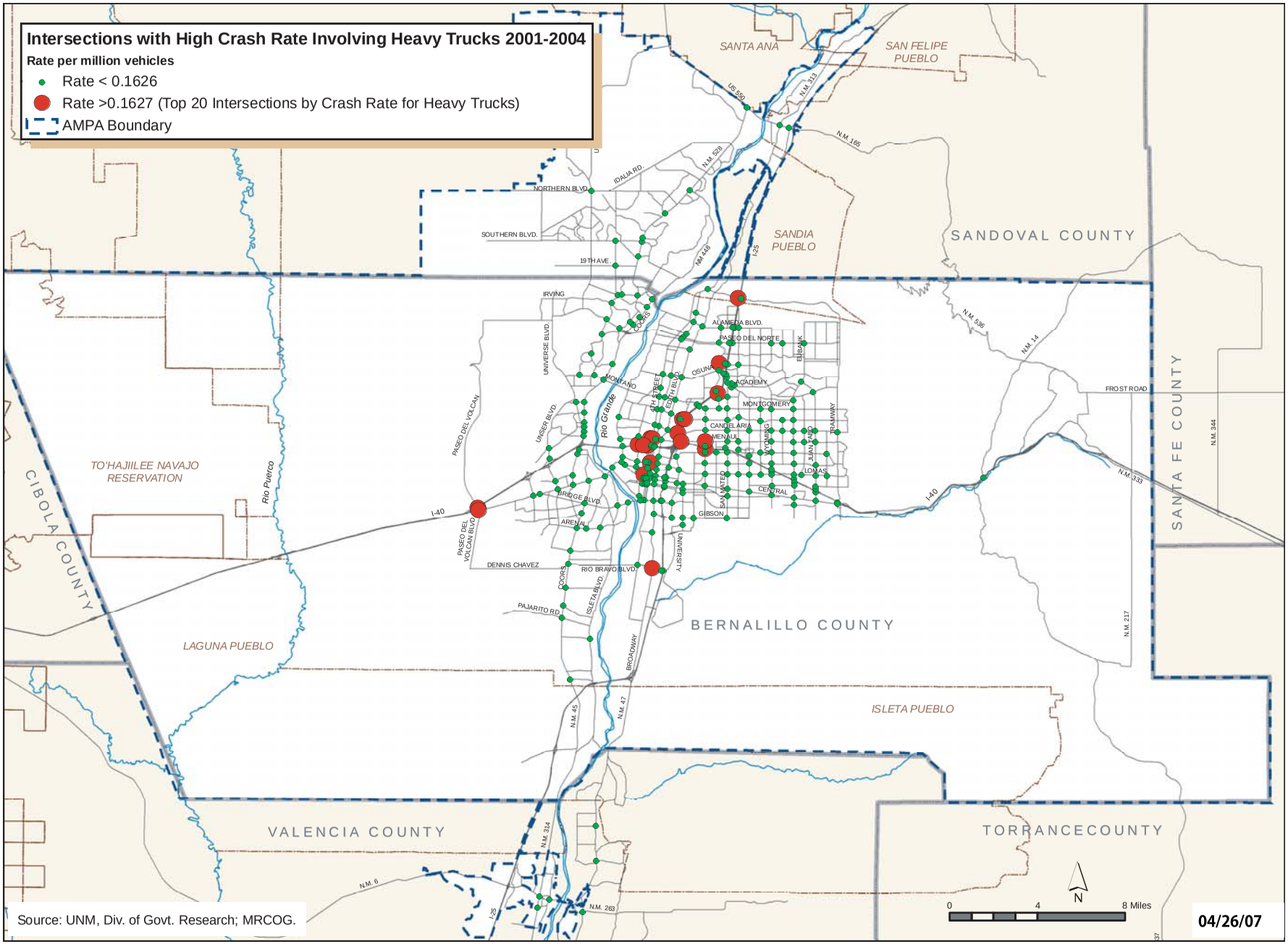
Table 11-16 ▶ AMPA PM Heavy Truck Crash Data By Severity

	2001	2002	2003	2004	2001-2004
Fatalities	2	0	1	0	3
Injuries	33	30	32	38	133
Property Damage	113	86	83	97	379
Total	148	116	116	135	515

Map 11-4 ► 2001-2004 Pedestrian Crash Rates at Intersections



Map 11-5 ► 2001-2004 Heavy Truck Crash Rate



events that disrupt service (like unruly passengers) any event that result in someone being transported for medical attention (ABQRide reports that most of the accidents have no injuries)

5. Commuter Rail Safety

The New Mexico Rail Runner Express (NMRX) has prepared a "Passenger Train Emergency Preparedness Plan" to comply with federal regulations 49 CFR 239. This plan is intended to meet all federal requirements designed to prevent, prepare, mitigate, respond to and recover from an emergency involving or affecting the operation of the commuter rail services. The Plan was approved on June, 2006 by all relevant participants to the Plan: the New Mexico Rail Runner Express (NMRX), Herzog Transit Services, Inc. (HTSI), and BNSF Rail Company.

The plan outlines regulatory responsibilities and response procedures to be followed when an emergency occurs. Emergency scenarios may include: passenger or employee totality, derailment or collision, evacuation of a passenger train, fatality at a grade crossing, security situation (e.g., bomb threat, tampering, hostage situation, suspicious package or substance, Improvised Explosive Devise - IED's), storms or other natural events (earthquake, washout, or high winds), release of hazardous materials along or adjacent to the right-of-way, fires, on-board or burning on or adjacent to the right-of-way.

In addition, MRCOG has implemented a series of initiatives to address safety concerns. The initiatives are directed to educate future riders of all ages and to encourage open communication with local residents and businesses located near Rail Runner tracks. Some of the implemented initiatives include visits to businesses in the vicinity of stations, distribution of Rail Runner schedules, fate facts, and address questions and concerns regarding the Rail Runner.

Operation Lifesaver is a nationwide, non-profit, public awareness program with a mission to end collisions, fatalities, and injuries at highway rail grade crossings and on railroad property. Rail Runner staff are certified Operation Lifesaver presenters. Youth Safety Presentation is a safety program that targets school-aged children and teens. Schools located near railroad tracks are especially targeted.

Future safety initiatives considered include new Rail Runner safety pamphlets for adults and children, television and radio commercials, public and news media events, key chains and other items with reflectors, special safety incentives for passengers, and the creation of a safety month dedicated to safety issues and outreach.

6. Equestrian Safety

The equestrian map included in Appendix F is a first effort by MRCOG to identify where equestrian activities occur. Identifying potential locations with safety concerns is crucial. Situations to be aware of include potential safety conflicts at equestrian access points, potential conflicts between equestrians and other modes of transportation (bridges, equestrian trail crossings, rail road crossings, motorized and non-motorized traffic).

2 The Passenger Train Emergency Preparedness rule was promulgated by the Federal Railroad Administration (FRA). Additional FRA emergency preparedness requirements are contained in CFR Sections 220.13, Reporting Emergencies and 220.47, Emergency Radio Transmissions; 223.9(d), emergency window marking; and Part 238: emergency window exit, lighting, doors, communication, and exit/access marking.

Table 11-17 ▶ AMPA Pedestrian Crash Data 2001-2004

		Incidents			Accidents			All Events	
Year	Events	Hour Lost	Miles Lost	Events	Hours Lost	Miles Lost	Events	Hours Lost	Miles Lost
2001	276			175			451		
2002	388			247			635		
2003									
2004									
2005	76	69:23	1137.88	121	133:00	2181.19	197	202:23	3319.07
2006	75	69:15	1111.87	129	156:14	2521.52	204	225.29	3633.39

Transportation Security

12

An MTP must include appropriate emergency relief and disaster preparedness plans and strategies and policies that support homeland security and safeguard the personal security of all motorized and non-motorized transportation system users.

One of the federal planning factors is to increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.

Federal guidance includes:

- Review current statewide and metropolitan transportation plans for emergency planning/ security elements
- Incorporate the transit System Security Program Plan (required for rail systems) into the MTP
- Define the role of the public transportation operators/MPO/state in promoting security
- Identify critical facilities and transportation system elements (transit system, rails, intermodal facilities, the interstate system, NHS routes, and STRAHNET routes)
- Develop security goals and appropriate strategies

Role of the MPO and the Plan in Transportation Security

The terrorist events of September 11, 2001 provide a good illustration of the challenges facing metropolitan areas in preparing for and responding to unexpected security incidents or natural disasters. Although the immediate organizational response to security incidents and disasters will be the responsibility of security/public safety agencies, there is an important role that metropolitan planning organizations (MPOs) can play in promoting coordinated planning in anticipation of unexpected events or natural disasters. In addition, the MPO could also provide a centralized location of information on transportation system conditions and local/national responses that might be useful in an emergency.

Some major considerations for transportation security and the role of the MPO and this MTP include:

- Building consensus among many federal, tribal, state and local agencies over time for the most appropriate role for this MPO in security/disaster planning
- Because of its role as a forum for cooperative decision making in a metropolitan area, and its responsibility for allocating financial resources to improving the performance of the transportation system, the MPO has a role to play in security/ disaster planning

Note: the role of the MPO is likely to vary by stage of the security/disaster incident.

Characterizing the Nature of the Threat

The September 11, 2001 terrorist incidents focused attention on large scale, area wide responses to sudden attacks. There is a wide range of such incidents that could cause varying levels of disruption to the surface transportation system. The U. S. Department of Transportation originated a vulnerability assessment list that characterized the nature of the threats in four broad categories (see Table 12-1).

Terrorist attacks and many natural disasters are sudden and without notice. Without knowing where, when, or how an attack is likely to occur, the most effective response strategy is for authorities to develop flexible strategies that can be adjusted quickly and appropriately to the type of incident that actually occurs. This type of strategy requires management coordination, compatible communication systems, and real time information feedback to decision makers

Table 12-1 ▶ Scenarios Considered in the U.S. DOT Vulnerability Assessment

Physical Attacks	
Car bomb at bridge approach	Attack on passenger vessel in port
Series of small explosives on highway bridge	Shooting in rail station
Single small explosive on highway bridge	Vehicle bomb adjacent to rail station
Single small explosive in highway tunnel	Bombing of airport transit station
Car bomb in highway tunnel	Bombing of underwater transit tunnel
Series of car bombs on adjacent bridges or tunnels	Bus bombing
Bomb(s) detonated at pipeline compressor stations	Deliberate blocking of highway-rail grade crossing
Bomb detonated at pipeline storage facility	Terrorist bombing of rail tunnel
Bomb detonated on pipeline segment	Bomb detonated on train in rail station
Simultaneous attacks on ports	Vandalism of track structure and signal system
Terrorist bombing of waterfront pavilion	Terrorist bombing of rail bridge
Container vessel fire at marine terminal	Explosives attack on multiple rail bridges
Ramming of railroad bridge by maritime vessel	Explosive in cargo of passenger aircraft
Biological Attacks	
Biological release in multiple subway stations	Anthrax release in transit station
Anthrax release from freight ship	Anthrax release on passenger train
Chemical Attacks	
Sarin release in multiple subway stations	Physical attack on railcar carrying toxics
Cyber and C^3 Attacks	
Cyber attack on highway traffic control system	Sabotage of train control system
Cyber attack on pipeline control system	Tampering with rail signals
Attack on port power/telecommunications	Cyber attack on train control center

that permits near immediate changes in strategy when required. This approach also requires mechanisms for disseminating information to the general public that provides the most up-to-date guidance on the best transportation options for avoiding bottlenecks in the transportation system.

Approaches to handling potential security/disaster incidents can be divided into six elements or phases:

1. Prevention
2. Response
3. Mitigation
4. Monitoring
5. Recovery
6. Investigation
7. Institutional learning

The MPO can undertake actions in each of these phases of a security/disaster incident that will benefit the region. In many cases, existing disaster evacuation plans are a good starting point and may be sufficient for the types of incidents anticipated.

Recently, the FHWA and many other groups have been looking closely at institutional strategies for providing metropolitan-level coordination of transportation system operations. In particular, the role of the MPO in such coordination has been the topic of much discussion.

Five potential roles include:

1. **Traditional:** the MPO incorporates system management and operations (M&O) in its ongoing transportation planning activities. The focus would be on specific M&O projects that arise as part of the transportation planning process, but the primary responsibility for operations-type projects would rest elsewhere, most likely with the NMDOT and the member governments' operations agencies.
2. **Convener:** the MPO would act as a forum where operations plans could be discussed and coordinated with other plans in the region. Regular meetings on operations issues would be held, but the MPO would still not be responsible for developing a regional operations plan.
3. **Champion:** the MPO works aggressively to develop a regional consensus on operations planning. MPO planners work with operating agencies to create programs and projects that improve system performance. The MPO takes the lead in developing regional agreements on coordinated operations.
4. **Developer:** the MPO would develop regional operations plans in addition to incorporating operations strategies into the transportation plan. System-oriented performance measures would be used to identify strategic operations gaps in the transportation system.
5. **Operator:** the MPO would be responsible for implementing operations strategies that were developed as part of the MPO-led planning process.

These five potential roles for MPOs in transportation systems management and operations show increasing levels of involvement and responsibility. It is not likely that many MPOs would adopt the last role, that is, act as the implementer of operations strategies, although such a role has been adopted by a very limited number of MPOs for very specific strategies. Given the strong influence of security/public safety/emergency management agencies in dealing with security and disaster incidents, it is likely that the most appropriate role for this MPO will be found in the first two or three described above. In particular, some MPOs have focused on funding better communications technologies in that can be used for a coordinated response to future incidents.

MPO Roles Relating to Phases of Security/ Disaster Incidents

Given the MPO's strengths in technical analyses and transportation planning, the actions that seem most appropriate for the MPO in the context of security/ disaster planning are:

- Conducting vulnerability analyses on regional transportation facilities and services
- Analyzing the transportation network for redundancies in moving large number of people and for strategies dealing with "choke" points and bottlenecks
- Analyzing the transportation network for emergency route planning/strategic gaps in the network

Given the MPO's responsibilities for funding strategies and projects that will improve the performance of the transportation system, the actions that seem most appropriate for the MPO in the context of security/ disaster planning are:

- Funding new strategies/technologies/projects that can help prevent attacks
- Funding and perhaps coordinating regional transportation surveillance systems that can identify potential danger prior to its occurring
- Funding communications systems and other technology to speed response to an incident
- Funding recovery strategies

Table 12-2 ▶ Possible MPO Roles in Security/Disaster Incident Stages

Stage of Incident	Possible MPO Role
Prevention	• Funding new strategies/technologies/projects that can help prevent events • Conducting vulnerability analyses on regional transportation facilities and services • Secure management of data and information on transportation system vulnerabilities • Providing forum for security/safety agencies to coordinate surveillance and prevention strategies • Fund and perhaps coordinate regional transportation surveillance system that can identify potential danger prior to its occurring • Coordinate drills and exercises among transportation providers to practice emergency plans • Coordinate with security officials in development of prevention strategies • Hazardous route planning • Disseminate (and possibly coordinate) research on structural integrity in explosion circumstance and standard designs
Mitigation	1. Analyzing transportation network for redundancies in moving large numbers of people (e.g., modeling person and vehicle flows with major links removed or reversed, accommodating street closures, adaptive signal control strategies, impact of traveler information systems), strategies for dealing with "choke" points such as toll booths) 2. Analyzing transportation network for emergency route planning/strategic gaps in network 3. Providing forum for discussions on coordinating emergency response 4. Disseminating best practices in incident-specific engineering design and emergency response to agencies 5. Disseminating public information on options available for possible response 6. Funding communications systems and other technology to speed response to incident
Monitoring	1. Funding surveillance and detection systems 2. Proposing protocols for non-security/safety agency response (e.g. local governments) 3. Coordinating public information dissemination strategies 4. Funding communications systems for emergency response teams and agencies
Recovery	• Conducting transportation network analyses to determine most effective recovery investment strategies • Acting as a forum for developing appropriate recovery strategies • Funding recovery strategies • Coordinate stockpiling of strategic road/bridge components for rapid reconstruction
Investigation	• Providing any data collected as part of surveillance/monitoring that might be useful for the investigation
Institutional Learning	• Acting as forum for regional assessment of organizational and transportation systems response • Conducting targeted studies on identified deficiencies and recommending corrective action • Coordinating changes to multi-agency actions that will improve future responses • Funding new strategies/technologies/projects that will better prepare region for next event

Given the MPO's role as a forum for cooperative decision making, the actions that seem most appropriate for the MPO in the context of security/ disaster planning are:

- Providing a forum for security/safety agencies to coordinate surveillance and prevention strategies
- Coordinating with security officials in development of prevention strategies
- Providing a forum for discussions on coordinating emergency response
- Coordinating public information dissemination strategies
- Acting as a forum for developing appropriate recovery strategies
- Coordinating the stockpiling of strategic road/ bridge components for rapid reconstruction
- Coordinating changes to multi-agency actions that will improve future responses

One of the more interesting and perhaps critical roles that the MPO can play is in the institutional learning phase of a security/disaster incident. In the phase, the MPO can collect relevant information on the manner in which the region responded to the incident, not on the official response in terms of the movement of emergency and public safety vehicles, but also how the public reacted and the strategies adopted by travelers in responding to any disruption. With this data, the MPO and other agencies can analyze the recent incident response to develop improved strategies for handling the next incident. The MPO is in a unique position to adopt a lead role in this institutional learning phase of a security/disaster incident.

Security Issues for the Albuquerque Metropolitan Planning Area

The MPO coordinated with federal, state, and local security and emergency management agencies to identify existing plans and critical transportation security issues and concerns. In the development of this plan, consultation was made with the U. S. Transportation Security Administration's Highway Watch Program, the New Mexico Office of Homeland Security published goals and objectives, Bernalillo County All-Hazard Emergency Operations Plan (May 2005), the City of Rio Rancho Revised Emergency Management Plan (November 2001), as well as MPO staff participation in a statewide Transportation Security Awareness videoconference with several federal, state, and local security and emergency response agencies.

Threats to sensitive sites are continuously evaluated in many security forums, but to protect these sites, they are not included in this public document.

Identified regional or catastrophic threats in this metro area are a nuclear explosion and earthquakes. Localized threats include conventional explosions, hazardous materials spills or accidents, and forest fires in the bosque and in the Cibola National Forest in eastern Bernalillo County.

Major issues related to transportation planning and projects for future consideration in the Albuquerque metro area include:

- Emergency operations plans for the New Mexico Rail Runner Express and heavy technical rescue that may be required for rail emergencies
- Variable message signs as part of the Intelligent Transportation System (ITS) projects for emergency warning, evacuation instructions and Amber Alerts
- NMDOT Motorist Assistance Patrols on the interstates
- Pre-established long-distance rally points beyond the metro area in case of mass evacuation. These rally points will likely require fuel, water, shelter, medical support, vehicle maintenance, and family rendezvous information
- Transit system as a critical evacuation element.
- The National Defense Medical System, including use of AMTRAK and coordinating routes between aviation facilities and hospitals
- Trucking companies' "Truckers Watch" program for observing and reporting on unusual highway activities.
- Hazardous cargo routes, including Waste Incineration Pilot Program routes.
- ITS Operations Center potential role as a back-up emergency operations center

- Evacuation of "special needs" people: elderly and retirement home residents, hospital patients, home care patients, those residents and visitors without personal automobiles
- Ramp closures during evacuations. Lessons learned from some hurricane evacuations indicate that more ramps require closing than police are available to close them off, especially if "reverse direction flows' are implemented on freeways. One potential strategy is to invest in gates that can close off ramps to freeways.
- Understanding emergency management plans and roles, including the Federal Agency Continuity of Operations Planning, New Mexico Homeland Security plans, the Bernalillo County All-Hazard Emergency Operations Plan, and other county and municipal emergency operations plans
- Understanding the roles of Non-governmental Organizations (NGOs), such as the Red Cross and Animal Rescue organizations
- Coordinating planning with other agencies, including the Alliance for Transportation Research Institute (ATRI) security planning efforts

References for this Chapter:

FHWA/FTA Clarifying Guidance on Implementation of SAFETEA-LU Planning Provisions, U. S. Department of Transportation, Federal Highway Administration, March 20, 2006

The Role of the Metropolitan Planning Organization (MPO) In Preparing for Security Incidents and Transportation System Response, Michael D. Meyer, Ph.D., P.E., Georgia Institute of Technology

Evaluation of the Transportation System 13

A. Measures of Effectiveness

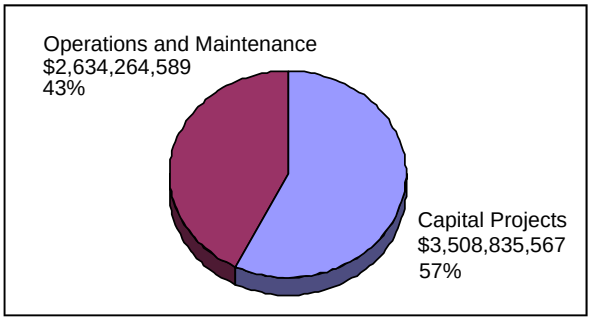
This section evaluates how well this MTP meets the goals and objectives as presented in Chapter 4. It does this by testing the preferred alternative against performance measures designed to compare the outcome to each goal. Data for this section has been culled from appropriate sections within the document.

1. Maintain and Preserve the Existing Transportation Infrastructure

Dedicated Funding

Total public expenditures for the 2030 MTP exceeds $6.153 billion, supported by almost $6.286 billion in revenues from public sources. Together, operations and maintenance funds exceeding $2.6 billion and over $900 million of the capital expenditures results in funding dedicated to system preservation of more than $3.5 billion. Figure 13-1 shows a breakdown of 2030 MTP expenditures.

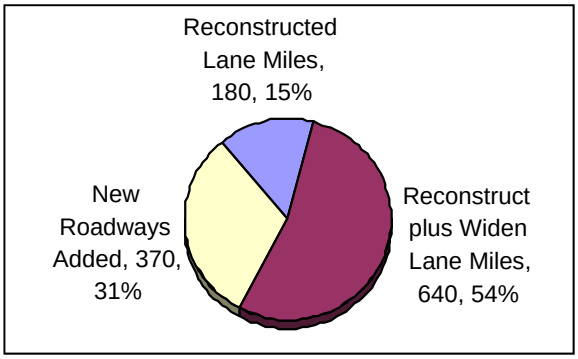
Figure 13-1 ▶ Public Funds for Capital Projects and O&M, 2006-2030



Reconstruction

A total of 1190 lane miles is affected by this MTP: new lanes, reduced lanes, and reconstruction of lanes. Of this amount, 180 are reconstruction work only; 640 are part of lane addition or reduction projects; and 370 are part of new roadway projects. Figure 13-2 represents the distribution of the type of work being done in lane miles for the entire roadway network.

Figure 13-2 ▶ Type of Projects in the MTP by Lane Miles Affected



Lane Miles per Capita

The ratio of lane miles per capita is expected to decrease in the 2030 MTP timeframe, 2004-2030 from a level of 4.5 lane miles per 1,000 people to a level of 4.0 lane miles per 1,000 people. This is a continuation of the trend observed in the 2025 MTP whereby the rate of growth in programmed lane miles over the life of the MTP, although accompanied by growth in population, will be at a slower rate than that of population growth. Another way to view this relationship between population growth and road construction is that for every 377 people additional people in the AMPA, approximately one lane mile of roadway will be added to the system.

Public Transit Investment

A region's commitment to the existing transportation system is also illustrated by its level of investment in public transportation systems. For the entire period covered by this MTP, approximately 13% ($445,354,299) of the total, estimated capital expenditures is allocated to public transportation and approximately 44% ($1,160,253,674) of the total, estimated operations and maintenance expenditures are allocated to public transportation. These figures only include public funds spent on bus and commuter rail transportation. They do not include public funds planned for airport improvements and aviation travel, operations of human service agencies' transportation, or specialized transit services (i.e. public school, UNM shuttles, etc.). Also, these figures do not include funds spent by private companies/agencies (i.e. Amtrak, airlines, intercity bus companies) for improvements they provide.)

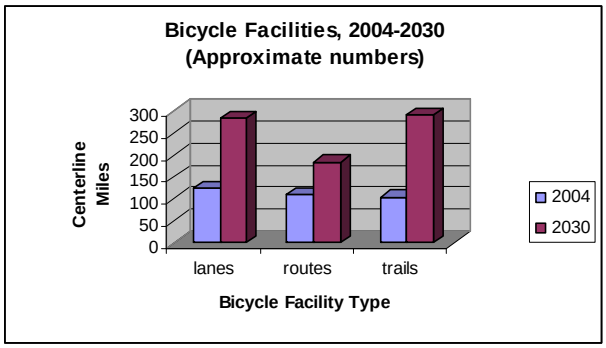
Major improvements in public transportation over the past few years have been:

- Implementation of Bus Rapid Transit (BRT), known as Rapid Ride
- Implementation of commuter rail service, known as the NM Rail Runner Express
- Implementation of bus-commuter rail shuttles and transfers
- Completion of Stage II of the Alvarado Transportation Center (ATC) providing a central, intermodal transportation terminal

This MTP notes continued improvements in public transportation:

- Planned expansion of Rapid Ride service
- Proposed ATC Stage III for the renovation of some of the historic, older buildings and improving Amtrak facilities,
- Finalization of implementing of Stage I of the Rail Runner with the opening of the remaining stations
- Proposed Montaño Rail Runner station
- construction and implementation of Stage II which will expand the Rail Runner to Santa Fe
- Proposed route expansions and transit facilities improvements by ABQ Ride and Los Lunas Transit and the proposed Santa Ana Pueblo Transit service

Figure 13-3 ▶ Centerline Miles of Bicycle Facilities, by Facility Type



In addition, several regional transit services will be connecting into and partially serving the metro area: Sandoval Easy Express, New Mexico Park & Ride expansion into Torrance County, and Shâa'srk'a Transit's proposed shuttle.

Bikeway/Pedestrian Investments

Bicycle — The AMPA's bikeway network in 2004 consisted of approximately 124.2 centerline miles of bike lanes, 104.8 miles of trails and paths, and 109.5 miles of bike routes. The number of centerline miles of such facilities is expected to increase by the year 2030. Approximately 285.7 miles of bike lanes, 185.2 of bike routes, and 293.2 miles of trails and paths have been proposed to exist by the year 2030 (Figure 13-3).

Safety, connectivity, mode competitiveness, and maintenance still continue to be challenges in years to come. In addressing such issues, the region have identified studies, projects, and programs (education and promotion) to better understand the challenges and proposed comprehensive solutions to the regional problems.

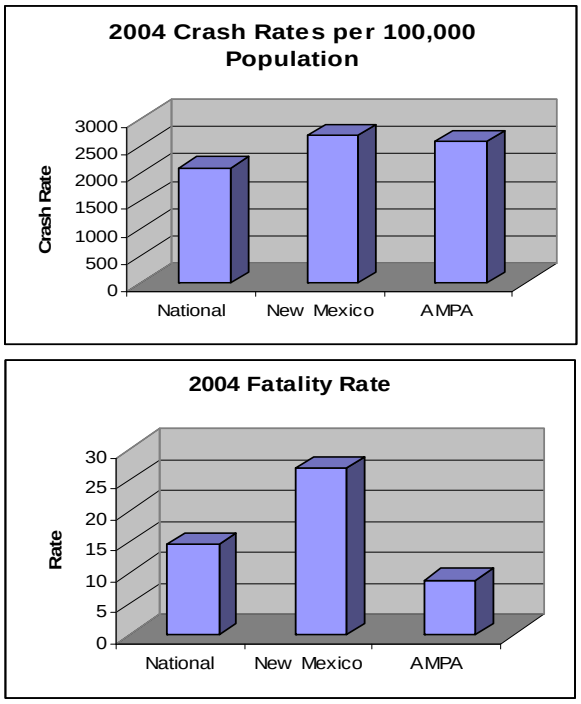
Pedestrian — Pedestrian planning is becoming more visible in the Albuquerque Metropolitan Area. Pedestrian safety is a major concern in the area given the fact that New Mexico pedestrian fatality rate (fatalities per 100,000 people) is one of the top five in the nation. ADA, connectivity, access to destination, and health (lack of physical activity) are concerns

identified by regional stakeholder related to pedestrians.

MRCOG as the MPO has been working to integrate pedestrian planning and programming into the regional transportation planning process. This integration has taken place through actions such as:

- Development of analytical tools and methodologies to help in regional pedestrian planning. The development of the "Pedestrian Composite Index"
- Training opportunities designed to improve understanding of pedestrian needs and concerns (safety, accessibility, ADA, etc)
- Developing and enhancing pedestrian crash database for the region
- Creation of the Walking and Bicycling Advisory Group (WABAG) for regional coordination between regional stakeholders (public and private sectors come together to address pedestrian and bicycling issues)
- Consideration of a small pedestrian only grant program

Figure 13-4 ▶ AMPA Crash Rates and Fatality Rates



- Proposed pedestrian dedicated funding in the MTP and TIP
- Cooperation and coordination with the recently created New Mexico Safe Route to School program

These steps will help in the future to bring pedestrian regional planning to a more comprehensive approach to regional transportation planning and programming.

2. Provide the Safest Travel Possible for All Modes

Safety, Auto, Bike, and Pedestrian

The overall goal established in the New Mexico Comprehensive Transportation Safety Plan is to reduce the state fatality rate by 20 percent by the year 2010. This is a goal that the AMPA can work on achieving as part of a regional safety strategy. There are multi-agency and jurisdictional efforts in the AMPA region with the goal of developing safety strategies in which the participation of the MPO is important. Some of these initiatives relate to areas of safety education, training, engineering, and enforcement initiative.

Bernalillo County led the state in total crashes as well as crash rates for the past 10 years.
The 2004 New Mexico crash rate reported at 2695 was above the national rate of 2105 while AMPA crash rate of 2583 was reported to be below the state crash rate.

It is very important that safety consideration become a priority in plans and all transportation projects. Safety issues to be considered in the long range transportation plan include but are not limited to:

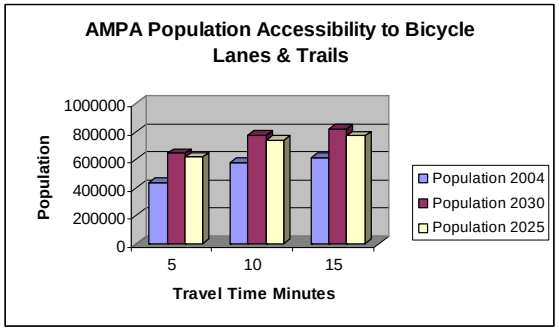
- Identification of regional safety needs and local "hot spot" problems
- Coordinated and collaborated efforts with regional stakeholders working on safety
- Multi-agency coordination and communication on safety issues
- Improve safety related methodologies and tools for assessing and predicting potential safety impacts

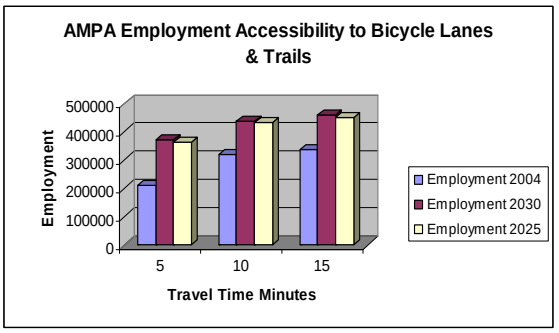
- Disseminating real-time incident information to users
- Implementing design factors in new infrastructure that enhances the safety and extends the life of structures, minimizing construction zone periods
- Improving connectivity of the transportation system, across and between modes, for people and goods at model transfer points, bikeways that share and cross roadways, intersections with crosswalks, and railroad crossings
- Implement ITS technologies on transit and emergency vehicles
- Exploring and identifying financial resources to fund safety projects and programs

Future strategies:

- Identifying regional safety needs and local "hot spot" problems
- Coordinated and collaborated efforts with regional stakeholders working on safety
- A continuous multi-agency coordination and communication on safety
- Improving safety related methodologies and tools for assessing and predicting potential safety impacts
- Disseminating real-time incident information to motorists;
- Implementing design factors in new infrastructure that enhance the safety and extend the life of structures, minimizing construction zone periods
- Improving connectivity of the transportation system, across and between modes, for people and goods at modal transfer points, bikeways that share and cross the roadways, intersections with crosswalks, and railroad crossings
- Improving the accessibility and safety of transit stops and transfer points, and implementing ITS technologies on transit and emergency vehicles
- Exploring and identifying financial resources to fund safety projects and programs
- Developing and implementing short term strategies that enhance the safety for all users of the transportation system
- Ensuring cooperation and coordination among all agencies in incident management and emergency situations

Figure 13-5 ▶ AMPA Population/ Employment Accessibility to Bicycle Lanes and Trails





- Creating policies and designing practices that are consistent with an efficient and safe intermodal transportation network
- Developing an information system for crash data by compiling, consolidating, analyzing , and accessing;
- Establishing a long term vision that enhances the safety of all AMPA residents

3. Provide Choices in Access and Mobility for People and Goods

Mode Share

Data from the American Community Survey: 2005 Transportation Profile included in the US Census Transportation Planning Package contains summary information for travel characteristics for communities within the AMPA. From this information, mode share information was extracted which provides a snapshot for the region.

- Drive Alone: 77.4%
- Shared Ride: 13.5%
- Transit: 1.4%

- Work at Home: 3.7%
- All Other Means (walk, bike, motorcycle, and taxi): 4%

Transit, bicycle, and pedestrian market analyses conducted in the 2030 MTP show extensive opportunities for commuters to move away from the "Drive Alone" category to other non-"SOV" modes. Such projects include the Rail Runner Commuter Rail, ABQ Ride Rapid Ride expansions, the Regional Transit District, and expanded bikeway and pedestrian facilities.

Accessibility of Bikeways/Pedestrian Facilities

A preliminary TRAM analysis was performed to evaluate the level of accessibility to bicycle lanes and trails for the 2004 year (base year) and the 2030 year. The analysis is based on travel time contours of five, ten and fifteen minutes. Population and employment data was used to determine the potential market associated with those facilities. In addition, the analysis was related to the estimates from the 2025 MTP preferred scenario.

Figure 13-5 shows that the 2030 estimated population and employment accessible to bicycle lanes and trails will increase. The trend is for all travel time intervals as the population and employment increases.

Intermodal Integration

An integrated multi-modal system is necessary to achieve the most efficient use of the transportation infrastructure and is addressed in more detail in Chapter 6.

The metro area has been implementing and is planning intermodal integration in the following major areas:

- The Alvarado Transportation Center
- Park and Ride lots
- Transit/Bike/Pedestrian Interfaces

The completion of the Alvarado Transportation Center (ATC) provides a central, downtown terminal and transfer point for metropolitan transit buses, intercity buses, Amtrak, Rail Runner, UNM shuttles, New Mexico Park & Ride buses, taxis, and pedestrians and bicycles. From the ATC bus service connects to the Albuquerque International Sunport Further improvements to the ATC are planned.

Several park and rides lots are located throughout the metro area providing transit connections for suburban and rural commuters. Most Rail Runner stations also have park and ride facilities. New park and ride facilities are planned and/or under construction. Bus service connecting to Rail Runner stations has been implemented with new service and/or route revisions planned as stations are opened. One new shuttle service will connect Albuquerque International Sunport with the Bernalillo County/Int'l Sunport Rail Runner station.

Many transit routes serve areas conducive to pedestrian-transit travel. These routes often have high transit ridership. Continued route expansion and expansion of the Rapid Ride service will further enhance pedestrian-transit travel. Bicycle-transit travel is accommodated with ABQ Ride transit buses being equipped with bus racks and Rail Runner trains accommodating bicycles. Chapter 6 includes recommendations for improving bicycle, pedestrian and transit connections.

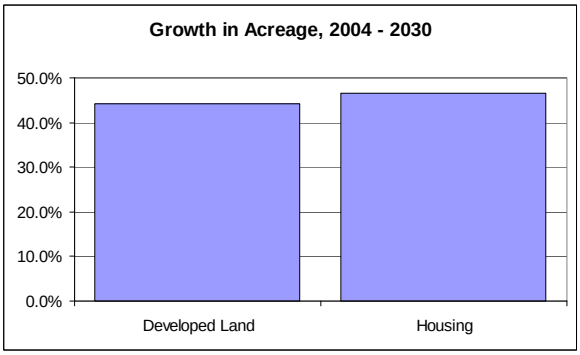
4. Manage the Existing Systems to Maximize our Return on Investments

Intelligent Transportation Systems (ITS)

A major purpose of ITS is to enhance and coordinate the collection and dissemination of roadway and traveler information such as congestion levels, travel times, incident reporting, weather, etc, among agencies and private entities and to promote the sharing and dissemination of this information to the traveling public. Analysis included in the ITS Implementation Plan has shown that the deployment of ITS in the Albuquerque area now could provide approximately $100 million in benefits to travelers in the near term. Longer term investment is anticipated to yield even more benefit.

Although ITS strategies are relatively new within the AMPA, benefits have already been noted by the

Figure 13-6 ▶ Anticipated Growth in Developed Land and Housing



NMDOT as clearance times for accidents along the urban interstates have been reduced with the deployment of the Freeway Courtesy Patrol. Additionally, a fully integrated ITS system is in the works as member agencies implement local traffic operations management capabilities and the NMDOT implements it's centralized Traffic Operations Center to assist with the coordination of travel information collection and dissemination to all users on the system. Transmitting traffic data from a centralized location for coordinated dispatch to the traveling public, emergency service providers, and other agencies responsible for the efficient operations of the roadway system.

Current ITS programming included in the TIP is over $35 million, whereby the amount of ITS programming over the life of the MTP amounts to over $116 million.

Managed Lanes

Managed Lanes were looked at specifically in this MTP. A preliminary analysis of the Paseo del Norte Corridor was conducted in support of future consideration of the deployment of a managed lane/ HOV scenario. Preliminary results indicate that there is strong potential for travel time savings across this corridor with a managed lanes/HOV alternative. Travel times that are competitive, and in many cases better than SOV travel are possible with the right investment. In addition, the results showed that there is further benefit to be realized with additional deployment of HOV/Managed strategies AMPA-wide.

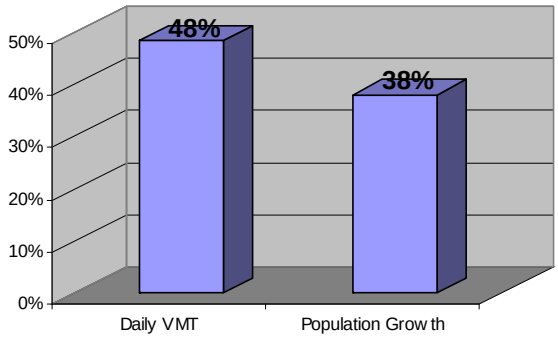
TDM

Transportation Demand Management (TDM) projects intend to reduce the number of car trips and to encourage the use of transit, bicycling, and car-pooling to increase the efficiency of all movement on the transportation system. The majority of TDM projects included in the 2030 MTP involve park and

Table 13-1 ▶ Anticipated Jobs-Housing Ratios by Sub Area Within the AMPA

Municipality	2004 Jobs to Housing Ratio	2030 Jobs to Housing Ratio
City of Albuquerque	1.31	1.34
Northeast	1.57	1.72
Southeast	1.25	1.09
Northwest	1.02	0.91
Southwest	0.61	0.66
West of Rio Grande	0.55	0.79
East of Rio Grande	1.56	1.60
Village of Los Ranchos de Albuquerque	0.73	0.73
Village of Tijeras	1.36	2.35
Town of Bernalillo	0.99	0.93
Village of Corrales	0.40	0.42
City of Rio Rancho	0.65	0.59
Village of Los Lunas	1.64	1.03
AMPA	1.29	1.22

Figure 13-7 ▶ Projected Growth of Daily VMT and AMPA Population, 2004-2030



ride facilities resulting in increased vehicle occupancy rates, programs intended to increase bike usage, and transit incentives to increase transit ridership. The 2030 MTP has programmed over $15 million in the TIP alone for TDM.

5. Provide Transportation that Supports Local Land Use Planning, Community Goals, and the Economy

Land consumption

MRCOG land use projections are guided by local land use policies and density standards. Community goals are also considered, however unless they have been translated into specific policies regarding growth community desires do not necessarily prohibit or ensure development. For example, a community may express a desire to see a mix of low impact uses on bordering vacant parcels, but unless sector plans and zoning codes reflect those desires future development may not coincide with the community's goals.

The region is expected to gain an additional 52,000 acres of development on parcels that are now considered vacant, rangeland, or agricultural lands. Approximately 80% of newly developed land is anticipated to be dedicated to housing growth.

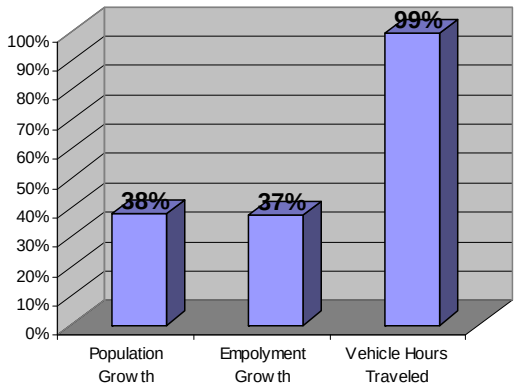
Figure 13-6 shows that the growth in developed acres is anticipated to be outpaced by the increase in housing. Therefore, development in 2030 is anticipated to be slightly denser than in 2004.

Job-Housing Ratio

The job-housing ratio is an indicator of travel distances, the higher the ratio the more likely workers live in close proximity to jobs. Conversely, a low ratio indicates that people most likely have longer commutes. The assumption is that given a choice, workers with flexible employment will choose to work closer to their homes. Land use and economic policies can help foster shorter commutes by encouraging jobs in communities where a commuting labor force exists.

Table 13-1 shows projected job-housing ratios in comparison to the present. In Los Lunas in 2004 the ratio is the highest in the region with 1.6 jobs per housing unit. This is because of some notable job growth in the early part of the decade including a large cabinet manufacturer. This ratio is projected to decline in the future as the increase in new housing units is anticipated to outpace future job growth. Conversely, the City of Albuquerque shows an increase in the job-housing ratio, suggesting that Albuquerque will continue growing as the economic hub of the region. Meanwhile, residential growth will become more widely dispersed throughout the region. The result is a declining job-housing ratio in the AMPA and the likelihood of increasing commuting times and congestion costs.

Figure 13-8 ▶ AMPA Growth in VHT, Employment, and Population



VMT and Population Growth

Moderating increases in overall vehicle smiles of travel (VMT) is another means of moving towards a more livable social and physical environment. Increases in VMT typically occur as a result of roadway network expansion; however, increases in VMT can also occur as a result of more trips and/or longer trips. Over the life of this plan, Daily system wide VMT is expected to increase by 48%, while Daily VMT per capita is expected to increase by approximately 8% from today's modeled rate of 25.0 to 27.0 in 2030. During this same timeframe, population is expected to grow by 38% from 692,040 in 2004 to 954,905 in 2030 (see Figure 13-7).

Trip Length

Trip lengths are often times associated with the types of urban development. Mixed use development and higher jobs/housing ratios have a tendency to reduce the need to travel longer distances and thus reduce trips lengths. However, general increases in population expected by 2030 will likely offset any benefits of the increased number of mixed use developments in the AMPA. The average trip length for all trip purposes in projected to increase by over 4% between 2004 and 2030, from 7.1 miles to 7.4 miles. This could be seen as an improvement over the 2025 MTP, which showed an increase of 16 percent, from 6.8 to 7.9 miles.

System Preservation

The importance of maintaining the condition of the transportation system is not lost with this plan. The percentage of funding dedicated to System Preservation is approximately 43%.

Improving Opportunities

- Expanded road to the Double Eagle II with rebuilt interchange at I 40
- I-40 near Uptown
- Coors/I 40 Interchange
- Paseo del Norte/I 40 Interchange
- Unser Blvd continuous north/south facility
- Paseo del Volcan
- Mesa del Sol
- Commuter Rail and expanded transit connections
- Increased efficiency of roadway system through ITS
- Access to major employment centers
- Freight and commercial goods access and mobility
- Enhancements to Bus Rapid Transit
- Bike and pedestrian enhancements

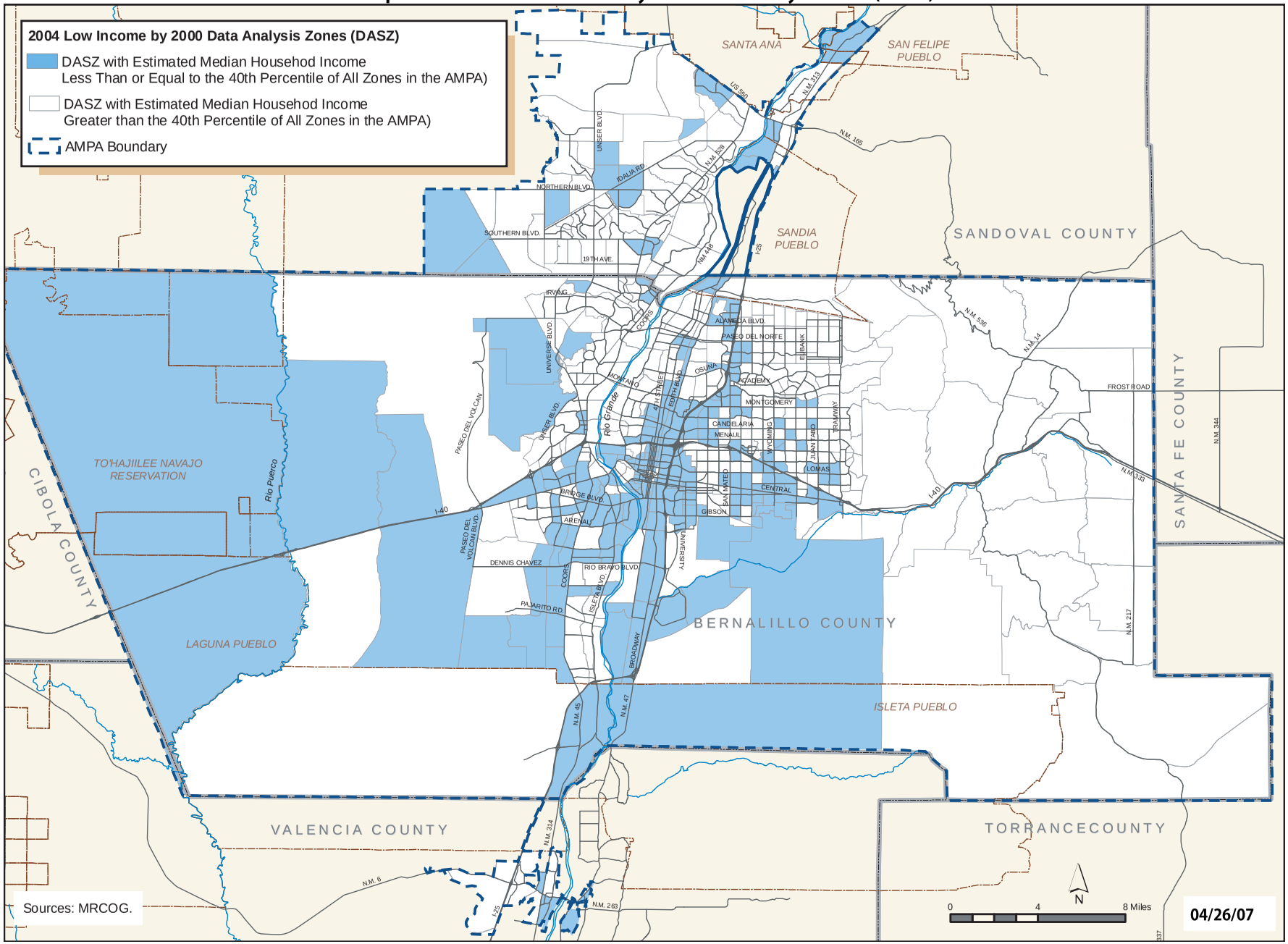
Travel Time

Travel times are another good measure of a region's mobility and how the transportation system for the user/commuter. With the increases in both population and jobs, it is not surprising that travel times are anticipated to increase over time. Figure XIII-8 shows growth in daily vehicle hours of travel compared with population and job growth.

In the AMPA, population is anticipated to grown by 38%, and employment is anticipated to grow by 37%. Concurrently, the total number of daily vehicle hours traveled (VHT) is expected to increase by 99% within the 2030 timeframe. For SOV travelers, this means that the average amount of time spent in their automobile per day is projected to increase from 34 minutes per day to 50 minutes per day by 2030.

The increase in auto travel time in Figure 13-8 is dramatic when compared to other growth rates. This is due the fact that population and job growth increase the demands on the region's transportation system, especially during the peak hours where travel demand is highest. The result is increased congestion leading to increased time spent in traffic. These increases in travel time have a direct effect on transportation related expenses. The strategies deployed in the MTP to address congestion (ITS/Expanded Transit/TDM and Roadway Improvements) are aimed at managing this situation and ensuring that the transportation system in 2030 will still support a viable regional economy.

Map 13-1 ► 2004 Low Income by 2000 Data Analysis Zone (DASZ)



B. Environmental Justice

1. Introduction

In 1994, Executive Order 12898 mandated Federal agencies to incorporate environmental justice analysis in their policies, programs, and activities. Based on the framework of Title VI of the Civil rights Act of 1964, which ensures nondiscrimination in federal programs, environmental justice specifically addresses how low-income and minority populations are affected by the action of the federal government. The FHWA/FTA Joint Planning Regulation implementing ISTEA requires the planning process to be consistent with Title VI (23 CFR 450 and 49 CFR 613). In October, 1999 the FHWA/FTA issue a memorandum (TOA-1/ HEPH-1) to provide guidance in implementing Title VI requirements in metropolitan and statewide planning.

Three main principles are at the core of the environmental justice considerations:

1. To avoid, minimize or mitigate disproportional high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations
2. To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process
3. To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations

The environmental justice analysis for the 2030 MTP has been done at two levels. The first level consists of a technical component characterized by the geographic identification in the AMPA of minority and low income population groups, and the evaluation of the relationship between these population groups and transportation projects. The second level is based on the public involvement efforts to capture the opinion and concerns of the general public and other community groups in the AMPA regarding transportation.

MRCOG's Geographic Information System (GIS) capabilities were utilized for the EJ technical analysis. Spatial and demographic data from the 2000 Census were used for the analysis. Two scenarios have been considered for the analysis. The year 2004 is considered the base year and the year 2030 will be the end year.

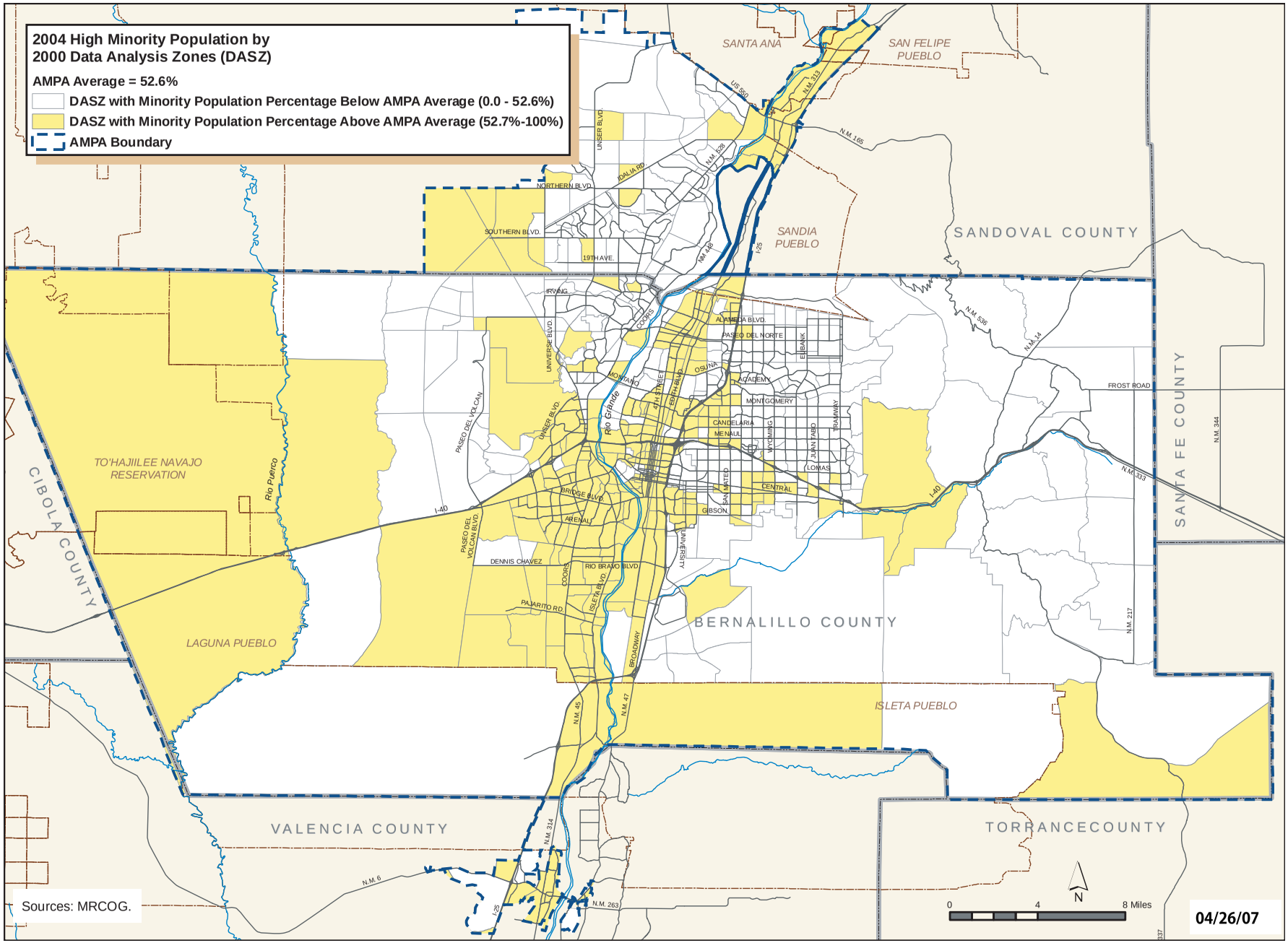
Table 13-2 ▶ AMPA 2000 Census Counts for Race and Hispanic Origin by Age

Year	Total	White Under 16	White 16-64	White 65 & Over	Hispanic Under 16	Hispanic 16 - 64	Hispanic 65 & Over	Other Races Under 16	Other Races 16 - 64	Other Races 65 & Over
2000	634,118	53,302	209,267	49,576	75,657	167,020	19,256	16,133	40,214	3,693
2004	691,758	55,214	220,362	52,649	82,438	191,380	22,768	17,840	44,804	4,303
2030	2030 Forecast will be produced after MTP adoption									

Table 13-3 ▶ AMPA Estimated Change 2000 – 2004

Year	Total	White Under 16	White 16-64	White 65 & Over	Hispanic Under 16	Hispanic 16 - 64	Hispanic 65 & Over	Other Races Under 16	Other Races 16 - 64	Other Races 65 & Over
2000	-	-	-	-	-	-	-	-	-	-
2004	57640	1912	11095	3073	6781	24360	3512	1707	4590	610
2030	2030 Forecast will be produced after MTP adoption									

Map 13-2 ▶ 2004 High Minority Population by 2000 Data Analysis Zone (DASZ)



2. Methodology for Estimating Population by Race and Hispanic Origin and Income

Data Analysis Subzone (DASZ) estimates were generated to allow for Environmental Justice analysis. The variables required were:

- White alone non-Hispanic age 16 and under
- White alone non-Hispanic age 16-64
- White alone non-Hispanic age 65 and over
- Hispanic origin, any race age 16 and under
- Hispanic origin, any race age 16-64
- Hispanic origin, any race age 65 and over
- Other races non-Hispanic age 16 and under
- Other races non-Hispanic age 16-64
- Other races non-Hispanic age 65 and over
- Income classification by Quintile for DASZs

Estimates were based on the previously generated 2004 Socioeconomic Estimates for DASZs by MRCOG. The change in race and Hispanic composition of the zones was based on U.S. Bureau of Census county estimates for 2004. Revisions to the income classifications were based on the valuations of new residential building permits collected by MRCOG.

Race and Hispanic origin are two separate questions on the Census questionnaire, so any race can combine with an identification of either Hispanic or non-Hispanic. Racial and Hispanic identification are entirely defined by the person completing the Census questionnaire; therefore, this data should be considered as self-identification. There are no definitions supplied to the respondents. Since non-White combined with persons of Hispanic origin is typically defined as minority, a category of White non-Hispanic is reported which would be the non-minority category. In this area, the largest "minority" is that of Hispanic origin; therefore, this group is reported as Hispanic origin regardless of race. All other "minority" persons are combined in the category "Other races non-Hispanic".

Income classifications were based on 2000 Census data for median household income. A median income was estimated for each DASZ using 2000 Census Standard File 3 block group sample data and 2000 Census Transportation Planning Package (CTPP) traffic analysis zone data. DASZs within the transportation modeling area (an area which includes the Albuquerque Metropolitan Planning Area and adjacent zones in the Albuquerque commuter shed) were categorized by quintiles. Each zone with occupied housing units was categorized from 1 (lowest income) to 5 (highest income). Zones without occupied housing units were coded '0'. These 2000 income classifications were updated to 2004 with the following methodology.

Map 13-1 shows the 2004 Low Income information by data analysis zone for the AMPA. Two categories were created for the analysis. The first category includes DASZ with estimated median household income of less than or equal to the 40th percentile of all zones in the AMPA. The second category shows the estimated median household income greater than the 40th percentile of all zones in the AMPA. The geographic distribution of the first category in the region is somewhat even. It is important to caution that the size of the colored area does not represent a major concentration of people.

Table 13-2 presents the 2000 county distribution of age by race and Hispanic origin from the 2000 Census. The 2004 Census estimates are presented in the second line of Table 13-2. The estimated change from 2000 to 2004 is provided in Table 13-3.

The Census Bureau estimates were adjusted to the MRCOG estimates for 2004. The MRCOG and the University of New Mexico Bureau of Business and Economic Research (BBER) independently made estimates for July 1, 2004. The MRCOG and BBER estimates were extremely close and somewhat higher than the Census estimates for counties. Since the MRCOG estimates were close to the BBER estimates, MRCOG adjusted its estimates to match the BBER estimates for counties. It is noted that neither the Census Bureau nor BBER prepared estimates for geographies below county or municipal levels.

Map 13-3 ► 2004 Minority and Low Income Population by 2000 Data Analysis Zone (DASZ)

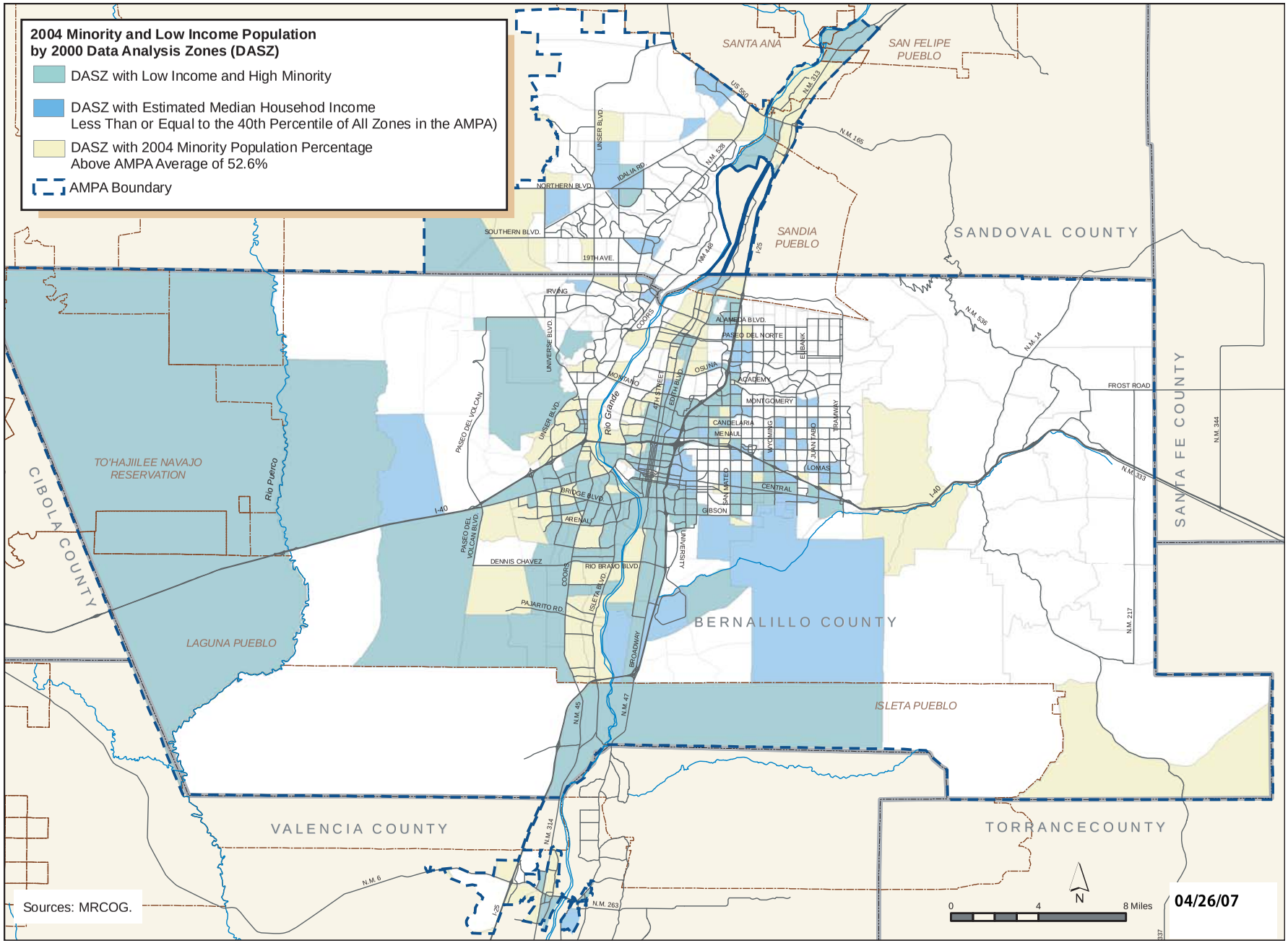


Table 13-4 ▶ Mode of Transportation to Work by Race and Hispanic Origin

Bernalillo County	White alone	American Indian alone	Asian alone	Other alone	White alone, not Hispanic	Hispanic or Latino
Total	213,632	12,430	6,053	41,783	139,323	120,792
Drove alone	79.2%	65.8%	64.4%	74.7%	80.2%	76.3%
Carpooled	11.6%	20.9%	24.8%	18.8%	9.2%	17.3%
Public transportation	1.3%	3.4%	0.0%	1.6%	1.4%	1.3%
Walked	1.9%	3.4%	4.5%	0.7%	2.0%	1.3%
Other	2.2%	2.9%	3.3%	0.5%	2.2%	1.5%
Worked at home	3.8%	3.6%	3.0%	3.6%	5.0%	2.2%

** Other does not include Black or Pacific Islander, which are not shown due to lack of cases. All categories include Hispanic and non Hispanic respondents unless specifically noted. "Alone" refers to respondents who self-identified with one race only.*

MRCOG estimates are at the DASZ level and sum to match the BBER county estimates for the counties within the MRCOG region. The portion of southern Santa Fe County that lies in the MRCOG region was estimated by MRCOG. The reasonability of the MRCOG forecast for southern Santa Fe County was attained by comparison with an independent set of 2003 estimates for Santa Fe County and sub-regions of the county that was produced by a contractor. One of the regions in the 2003 Santa Fe County estimates was similar to the MRCOG southern Santa Fe County area.

The data was first adjusted for age. School enrollment data from the various districts was used to assist in the adjustment of age data to MRCOG county totals. Following the age adjustment, the data was adjusted for race and Hispanic categories based on the Census estimate for the proportionate change in each cell in the table of race/Hispanic by age by county. After applying the appropriate proportions, the data was balanced to the MRCOG county estimates.

Map 13-2 shows the geographic distribution of high minority population in the AMPA. The AMPA average minority population is 52.6% which is to be considered the reference point for defining high minority population areas. Data analysis zones with a minority population percentage above the AMPA average (52.7% and above) are considered areas that concentrate high minority populations.

In estimating the DASZ data, an assumption was made that in the four years from 2000 to 2004, most DASZs would not have changed greatly in ethnic and age characteristics. For DASZs that had experienced considerable growth, an assumption was made that the characteristics of the new growth would be similar to the characteristics of the 2000 tract data which contained the respective DASZs. Similarly, for DASZs

Table 13-5 ▶ Travel Time to Work by English and Spanish Speaking Ability

Bernalillo County	Average Travel Time
Speak only English	20.8
Speak Spanish:	22.3
Speak English "very well"	20.5
Speak English less than "very well"	25.8
Speak other languages:	19.0
Speak English "very well"	19.2
Speak English less than "very well"	18.5

Table 13-6 ▶ Mode of Transportation to Work by Income

Bernalillo County	Median earnings in the past 12 months	Below the poverty level
Total:	$ 27,668	7.0%
Drove alone	$ 30,049	5.6%
Carpooled	$ 21,659	9.3%
Public transportation	$ 18,412	18.6%
Walked	$ 16,461	20.6%
Other	$ 25,536	18.7%
Worked at home	$ 23,652	9.2%

Table 13-7 ▶ Mode of Transportation to Work by Age

Bernalillo County	All Workers 16 and over	16 to 19 years	65 years and over
Total:	284,949	12,802	10,034
Drove alone	77.4%	72.0%	81.7%
Carpooled	13.5%	20.8%	3.7%
Public Transportation	1.4%	0.0%	1.2%
Walked	2.0%	3.7%	1.0%
Other	2.0%	3.0%	0.6%
Worked at home	3.7%	0.5%	11.8%

that had fewer than 30 households in 2000, the 2000 proportions were reviewed prior to calculating 2004 data. 2000 proportions (carried forward or assigned) for each ethnic/age category for each DASZ were applied to the respective 2004 DASZ population data. The DASZ data was balanced to county totals. The resulting DASZ distribution was reviewed for DASZs that may have been unusual such as the zones affected by moving and consolidating the Bernalillo County jail facilities. High growth zones were reviewed for reasonability.

Income categories were updated to 2004 by use of the valuation data provided on the 2000 to 2004 building permit data. This was previously accomplished during the 2004 estimation process as this variable is part of the standard MRCOG socioeconomic estimation data set.

Map 13-3 identifies the geographic distribution of high minority and low income populations by data analysis zones in the AMPA. This map is a combination of the previous two maps. The map shows concentrations of high minority and low income populations along the Broadway, Edith, 2nd, and 4th streets as well areas in Albuquerque downtown, the South Valley (Coors Blvd., Arenal, Rio Bravo, and Atrisco areas). Small communities such as the town of Bernalillo, Los Lunas, and Algodones also concentrate target population areas.

3. Issues from the 2025 MTP

- Approximately 3% of the minority population resides within a five minute walk to premium transit. This percentage is expected to increase to 4.3 in 2025. a 15 minute walk captures 19.3% of the minority population in 2025, up from 14% today.
- 64.5% of the AMPA's minority population resides within a 5 minute bike ride to a bike trail/path or lane. This percentage is projected to increase to 70.7 by 2025.
- Approximately 80 percent of the low income population is located within a 10 minute bike ride to a premium bicycle facility in 2000. This percentage will increase to 90.9 by 2025.
- More than 80 percent of the population under 16 is within a premium bicycle facility by a 10 minute bike ride in 2000 and 2025.
- Approximately 7.6 percent of this same age group resides within a 10 minute walk to a premium transit bus stop. This percentage is expected to increase to 12.3 percent by 2025. A 15 minute walk currently provides access to 12.6 percent of people under 16. This is expected to increase to 20 percent by 2025.
- Currently, only 8.6 percent of people 65 and over reside within a 10 minute walk of premium transit. This percentage is expected to increase to 14.9 percent by 2025. A similar analysis shows that 23.6 of this age group is expected to live a 15 minute walk from a premium transit facility by the year 2025, currently, this percentage is 13.7.

The Sandia Mountains

Final socioeconomic forecasts for 2030 are unavailable until adoption of the 2030 MTP. Once the MTP is adopted and a final socioeconomic dataset is created from the approved MTP road network, an environmental justice dataset will be created that includes race, ethnicity, and age forecasts. At that time this section will be updated.

4. Environmental Justice Statistics

The 2005 American Community Survey from the US Census Bureau provides recent transportation statistics for Bernalillo County. Since Bernalillo County represents 87% of the AMPA population, this information can be used as a reasonable proxy for the AMPA. This data provided below pertains to travel patterns by race and Hispanic or Latino Origin, ability to speak English, income and poverty, and age.

As seen in Table 13-4, Asians, American Indians, and those identifying themselves as Hispanic or Latino are more likely than whites to carpool to work. American Indians were nearly twice as likely as whites and Hispanic/Latinos to use public transportation to get to their workplace.

Travel times to work (Table 13-5) were very close by race, with whites averaging 20.1 minutes and Hispanic and Latinos averaging 21.4 minutes. However, travel times reflected that language spoken at home and ability to speak English profoundly affects how long of a commute one has. Spanish speakers who speak English "less than very well" average 25.8 minute commutes, while Spanish speakers who speak English "very well" have considerably shorter commutes (20.5 minutes).

Means of transportation to work varies greatly by income. Commuters who drive alone have incomes that are considerably higher than those who carpool or use other modes of transportation to work (Table 13-6). And while only 1.4% of all residents use public transportation to get to work, 18.6% of workers with incomes below the poverty level rely on such services for their commute.

NM 536 in the East Mountains

Table 13-7 highlights how transportation needs might vary by age. It compares the mode split of all commuters to that of the youth (16-19 years) and older residents (65 years and over). Notable findings include a high percentage of youth carpooling to work, and almost 4% walking to work. Among older workers, a larger share than the general population drive alone and a significant percentage work at home.

C. Environmental Mitigation

Metropolitan and statewide transportation plans must include a discussion of types of potential environmental mitigation activities, to be developed in consultation with Federal, State and Tribal wildlife, land management, and regulatory agencies.

Through interagency consultation with the U. S. Bureau of Land Management, the U. S. Forest Service, the New Mexico Game and Fish Department, and the New Mexico State Historic Preservation Office, these issues were identified:

- State endangered species critical habitat
- From a wildlife perspective, there is the importance of connection between Sandia and Manzano mountains Overpasses over I-40 for wildlife migration may be the best strategy for habitat connectivity between the two mountain ranges. Four-feet median barriers and reflectors are too high for wildlife to cross roadways.
- Roadways, such as Paseo del Volcan, near or along the Shooting Range Park in western Bernalillo

County may adversely impact open spaces and recreational opportunities at the park

- Surveyed archaeological sites are in relatively high density along the Rio Puerco and west mesa areas of the AMPA. There may be many more as-yet undiscovered archaeological sites and artifacts in undisturbed or undeveloped areas. Close consultation with traditional communities and Native-American Pueblos, Tribes and Nations will occur to determine tribal concerns and decide on the appropriate course of action regarding transportation projects.

1. New Mexico Department of Game and Fish

The New Mexico Department of Game and Fish coordinated with the MPO for the development of this MTP. The Department will continue to work with the MPO and MRCOG to minimize the adverse impacts of expanding human developments and travel corridors on the continued persistence of wildlife populations and important wildlife habitats within the AMPA, which includes all of Bernalillo County, the City of Rio Rancho and Town of Bernalillo and up the Rio Grande River to San Felipe Pueblo.

The 2006 Comprehensive Wildlife Conservation Strategy for New Mexico (CWCS) identifies habitat loss and fragmentation from human developments such as highways as a major factor threatening the continued persistence of Species of Greatest Conservation Need and key habitat types in New Mexico. Loss of habitat connectivity isolates wildlife populations and makes them more vulnerable to stochastic events such as wildfire and disease, and can further weaken population viability from genetic bottlenecks and inbreeding depression.

Research has shown that as roads are upgraded to accommodate greater traffic volume, the rate of successful wildlife crossings decreases significantly. Wildlife populations that are isolated within "sky islands" of habitat such as the Sandia Mountains, in the heart of the AMPA and surrounded by development, can "blink out" or disappear over the long term if no habitat connectivity is maintained to other populations such as in the Manzano Mountains. Maintaining or reestablishing habitat connectivity between the Sandia and Manzano Mountains, which allows for gene flow by the emigration and immigration of individual animals between populations, can keep populations in the Sandia Mountains viable. In fact, Tijeras Canyon has been identified and prioritized as one of the most important ecological wildlife linkages at the continental scale, in an effort to connect wildlife habitats from Mexico to Canada.

As the Plan is developed and implemented, another issue to be considered with regard to increasing human development and conflicts with wildlife in certain areas of the AMPA is the potential for large game animal/vehicle collisions, which are a danger to motorists and wildlife. Nationwide, approximately 29,000 human injuries and 211 fatalities occur annually from wildlife/vehicle collisions. An analysis of the large game animal/vehicle accident report data for New Mexico indicates between 700 and 900 of these incidents are reported annually throughout New Mexico. Since many of these accidents go unreported, the actual number of these incidents is much higher. The nationwide annual cost of lost property values of these accidents is approximately $1 billion, with average costs of $7,890 dollars for collisions with deer and $17,100 for elk. The areas within the AMPA particularly vulnerable to these types of accidents are Tijeras Canyon and the East Mountain area.

In 2003 the New Mexico State Legislature passed House Joint Memorial 3, which was signed by Governor Richardson, and directs the Department and NMDOT to work together to reduce the potential for wildlife/vehicle collisions in New Mexico. As a result, the Department and NMDOT have initiated a wildlife/vehicle collision mitigation project for I-40 and NM 333 (Old Route 66) in Tijeras Canyon, Bernalillo County, within the AMPA.

Based in part on large game animal/vehicle collision accident report data and the need for continued habitat connectivity between the Sandia and Manzano Mountains, approximately four miles of wildlife-proof fencing is being constructed along I-40 in Tijeras

Canyon (from the western Carnuel exit to the Village of Tijeras) to keep animals off of the freeway. Wildlife will be forced to use three large underpasses and multiple culverts beneath I-40.
Two Animal Detection Systems (ADSs) are being installed on NM 333 at two key locations; Dead-man's Curve and the paved underpass that leads to the Carlito Springs Bernalillo County Open Space property just west of the Village of Tijeras. These ADSs will warn motorists of impending wildlife crossings in these areas, allowing wildlife to safely cross. Ten escape ramps will allow any wildlife caught on I-40 inside the fencing to escape. These mitigation measures have been designed with careful review of the best scientific information available from technologies used in surrounding states, the U.S. and Europe.

These mitigation measures will be monitored long-term by the Department and NMDOT to determine their effectiveness at reducing wildlife/vehicle collisions in Tijeras Canyon, and depending on the results, additional measures may need to be taken as identified in the Tijeras Canyon Wildlife Safe Passage Feasibility Study, Bernalillo County, New Mexico (NMDOT 2006).

2. Recommendations from the New Mexico Department of Game and Fish

New highway construction, such as a loop around Albuquerque or around the north end of the Sandia Mountains, and existing highway upgrades and reconstruction, should analyze the need for safe wildlife passage across or under these highways, which would also provide habitat connectivity and enhanced motorist safety. Analyses should include the potential need for enlarged culverts for species such as mule deer and black bears. Actual recommended dimensions for culverts readily used by key species are becoming more readily available as structures are installed and monitored for wildlife use in other areas of the western U.S.

The 2006 SAFTEA-LU Transportation Bill, Section 1401.148(a)(3)(B) makes the addition or retrofitting of structures or other measures to eliminate or reduce accidents involving vehicles and wildlife eligible for federal funding under the Highway Safety Improvement Program. Transportation Enhancement monies are apparently also available for these types of uses. Therefore, the Department requests that MRCOG consider the Department as a potential partner to take advantage of these funding opportunities should conditions warrant.

D. Financial Analysis

The Metropolitan Transportation Plan for a metropolitan area is required to be fiscally constrained, meaning that the MTP must include "sufficient financial information for demonstrating that projects in the MTP can be implemented using committed, available, or reasonably available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained."

The 2025 MTP, adopted in May 2003, included approximately $3.42 billion in estimated revenues balanced with about $3.39 billion in estimated expenditures. In June 2004 the 2025 MTP was amended to include additional funding that resulted from passage of the Governor Richardson Investment Partnership (GRIP) legislation. The GRIP allowed the NMDOT to sell bonds amounting to $1.6 billion statewide. The 2025 MTP amendment added about $600 million to the AMPA and accelerated the development and implementation of numerous projects sponsored by the NMDOT from the out-years of the MTP.

The federal revenues identified in the 2025 MTP were based on funding made available through the Transportation Equity Act for the 21st Century (TEA-21), which expired in 2003. For the 2030 MTP, the

Table 13-8 ▶ Privately Funded Capital Projects

Total Privately Funded Capital Projects	$711,575,245

Table 13-9 ▶ Financial Reconciliation

Total Anticipated Revenues	$6,285,896,606
Total Anticipated Expenditures	$6,153,500,156
Difference	$132,396,450
Percent Difference	2.11%

Table 13-10 ▶ Revenues from Public Sources

Federal	
Federal Highway Administration	$2,027,912,502
Federal Transit Administration	$371,321,866
Total Federal Funds	$2,399,234,368
State	
Total State Funds	$689,273,254
Local	
Total Local Funds	$3,197,388,984
TOTAL REVENUES	$6,285,896,606

Table 13-11 ▶ Expenditure Summary

Expenditure	Total	Percent of Total
Capital Projects	$3,508,835,567	57.0%
Operations and Maintenance	$2,634,264,589	42.8%
Studies	$10,400,000	0.2%
TOTAL	$6,153,500,156	100.0%

federal revenues are based on the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) authorization which was signed into law in August 2005. Although the SAFETEA-LU legislation authorized an unprecedented amount of funding for transportation between 2005 and 2009, several issues have become apparent in the development of the 2030 MTP:

- National foreign policy, especially with regard to the Iraq war, and domestic priorities dealing with the aftermath of the 2005 hurricane season have resulted in fewer federal funds available to program to projects than initially anticipated. Further, the uncertainty with regard to Congressional budgeting that existed prior to passage of SAFTETEA-LU still exists, as evidenced by the number of Continuing Resolutions issued by Congress.
- Rising costs of fuel, asphalt, concrete, steel, and other construction materials have increased the overall cost of implementing transportation projects.
- Many transportation professionals are expecting that by 2009 or 2010 the Highway Trust Fund, which provides federal transportation funding, will

Figure 13-9 ▶ Operations and Maintenance Expenditures by Type

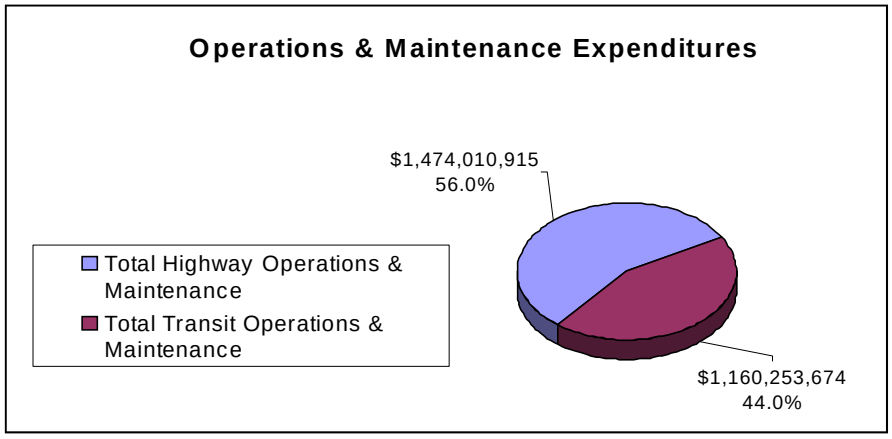


Table 13-12 ▶ Capital Expenditures by Project Type

Project Type	Total	Percent of Total
Bicycle/Pedestrian	$242,946,526	6.9%
Capacity	$1,743,344,532	49.7%
Highway & Bridge Preservation	$901,105,737	25.7%
ITS/TSM	$116,551,291	3.3%
Miscellaneous	$43,860,570	1.3%
Safety	$7,750,750	0.2%
TDM	$7,921,862	0.2%
Transit	$445,354,299	12.7%
TOTAL	$3,508,835,567	100.0%

Figure 13-10 ▶ Capital Expenditures by Project Type

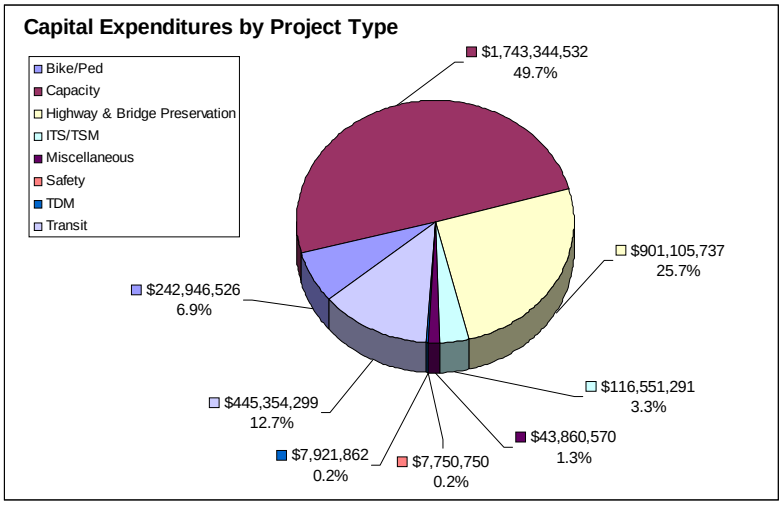


Table 13-13 ▶ Capital Expenditures by Lead Agency

Lead Agency	Total	Percent of Total
City of Albuquerque	$700,614,122	20.0%
City of Rio Rancho	$244,189,294	7.0%
County of Bernalillo	$174,820,253	5.2%
County of Sandoval	$5,449,411	0.2%
Mid-Region Transit	$292,603	0.0%
MRCOG	$148,687,948	4.2%
MRCOG/NMDOT	$83,420,000	2.4%
NMDOT	$2,057,391,495	58.6%
Pueblo of Laguna	$2,545,000	0.1%
Pueblo of Sandia	$9,645,435	0.3%
Pueblo of Santa Ana	$2,453,009	0.1%
Town of Bernalillo	$8,866,139	0.3%
Unified *	$4,212,500	0.1%
Village of Corrales	$1,990,000	0.1%
Village of Los Lunas	$43,572,107	1.2%
Village of Los	$20,686,250	0.6%
TOTAL	$3,508,835,567	100.0%

not have sufficient funds to cover amounts authorized by law for spending on highway and transit programs.

- At the state level, there is a substantial amount of the available federal funding that is being used to repay the GRIP bonds. The bond repayment is made from the overall federal-aid program prior to the funds being distributed throughout the state.

- It is likely that the future scarcity of federal and state funding, coupled with rising costs and increased needs will require that the region explore alternative funding methods that could include additional taxes, bonding, public-private partnerships, implementation of toll facilities, or other innovative financing methods.

While these issues create uncertainty with regard to financial planning for the 2030 MTP, we believe that the financial assumptions outlined below are reasonable and provide a basis from which we can plan a transportation system that serves the needs of the region in 2030. Tables 13-8 thru 13-13 and Figures 13-9 thru 13-11 summarize various aspcts of the 2030 MTP financial plan.

Financial Assumptions for the 2030 MTP

General

- Demonstration of fiscal constraint is required for both the MTP and the TIP. Fiscal constraint is most evident in the TIP which is programmed to levels agreed upon by all participants in the metropolitan transportation planning process.
- Estimates of funding by category are not required for the MTP.
- Growth rates (inflation factors) were developed by consensus with MPO member agencies, the State Department of Transportation, and the major transit provider. The same factors have been applied to both revenues and expenditures, where appropriate.
- GRIP Bond repayment will be with federal dollars. The 2030 MTP financial plan does not identify funding for GRIP Bond Repayment because the debt service is being applied to the statewide

federal-aid program prior to distribution of formula funds to Districts and MPOs.

Revenues

- **Federal Funds**
  Federal funds estimates are developed through coordination between the MPO, the NMDOT, and the City of Albuquerque Transit Department.
  FHWA funds
  ⇒All funding estimates based on SAFETEA-LU authorization and anticipated appropriations.
  ⇒Estimates for formula funds are from targets provided by the NMDOT Programs Division to District 3 for the period from FY 2006 through FY 2009. Targets for this period are estimates of obligation limitation, not authorized or appropriated funds.
  ⇒Estimates for HPP based on projects and funding amounts identified in SAFETEA-LU for the period from FY 2006 through FY 2009. Future HPP funding is estimated as the annual average of the total amount for the authorization period and is assumed to be constant after the SAFETEA-LU authorization expires.
  ⇒Coordination between MPO member agencies and the NMDOT resulted in agreement to use a 2% annual growth rate for increases in formula funds after FY 2009.
  FTA funds
  ⇒Estimates for FTA funds provided by City of Albuquerque Transit Department
  ⇒Growth rates assumed based on historical growth in FTA grant funding
- **State Funds**
  ⇒State funding is estimated as the amount of money estimated to be required to match the federal funding under NMDOT programming control and state-funded maintenance.
  ⇒Funding provided through the GRIP program is included for the period between 2006 and 2008 (GRIP funding is only expected to be available through 2008).
- **Local Funding**
  ⇒ Local agency funding information is provided by each member agency.
  ⇒ Funding estimates include money needed for maintenance of existing transportation systems, match requirements for available federal funding, and capital improvements funded entirely by local agencies.
  ⇒ Revenues dedicated to operations and maintenance (O&M) of the existing system and some revenues for capital improvements have been subjected to a 2% annual growth rate, as agreed to by the individual member agency.
  ⇒ City of Albuquerque ¼ cent tax for transportation will continue after 2010.

Expenditures

- **Project costs** developed through engineering estimates or environmental are used in lieu of unit costs and apply mostly to projects included in the TIP. Costs for projects programmed in the 2006-2011 TIP and the 2008-2013 TIP are estimated through appropriate procedures applied by the sponsoring agency.
- **Unit costs** are used for projects that do not have estimates from engineering estimates or environmental documents and apply mostly to projects outside the TIP program years.
  Unit costs derived through cooperative agreement with major implementing agency members of the MPO. An annual growth rate of 2% for a 20-year period has been applied to account for the time value of money for projects to be implemented in future years
  ⇒ All unit costs are fully burdened.
  ⇒ Right-of-way costs are estimated separately from implementation costs.
  ⇒ Roadway unit costs
    - Lane-mile unit cost is same for new construction and for reconstruction with/without additional lanes.
  ⇒ Bicycle facilities unit costs

- ♦ Only hard-surfaced improvements are included
- ♦ Off-road bicycle facilities assume a 10-foot cross-section
- ♦ Cost estimate for on-road bike lanes is for one side of the road. The estimate is doubled for bike lanes on both sides.

⇒ Transit

- ♦ Estimates of transit expenditures are coordinated with the City of Albuquerque Transit Department (ABQ Ride), Los Lunas Transit, Sandoval County Transit, and Rio Transit.

⇒ Landscaping unit costs are typical for facilities on the state system

Unit costs have been estimated separately for those corridor studies known at the time of the MTP development.

- **Costs for some Intelligent Transportation System (ITS) activities**, Transportation Demand Management (TDM) strategies, intersection improvements, rehabilitation and maintenance, and other system-wide or categorical improvements are estimated through coordination with implementing agencies.
- **Operations and maintenance costs** were estimated for current year (2006) through coordination with implementing agencies and 2% annual growth rates applied through the MTP horizon year.

Private Sector Funding

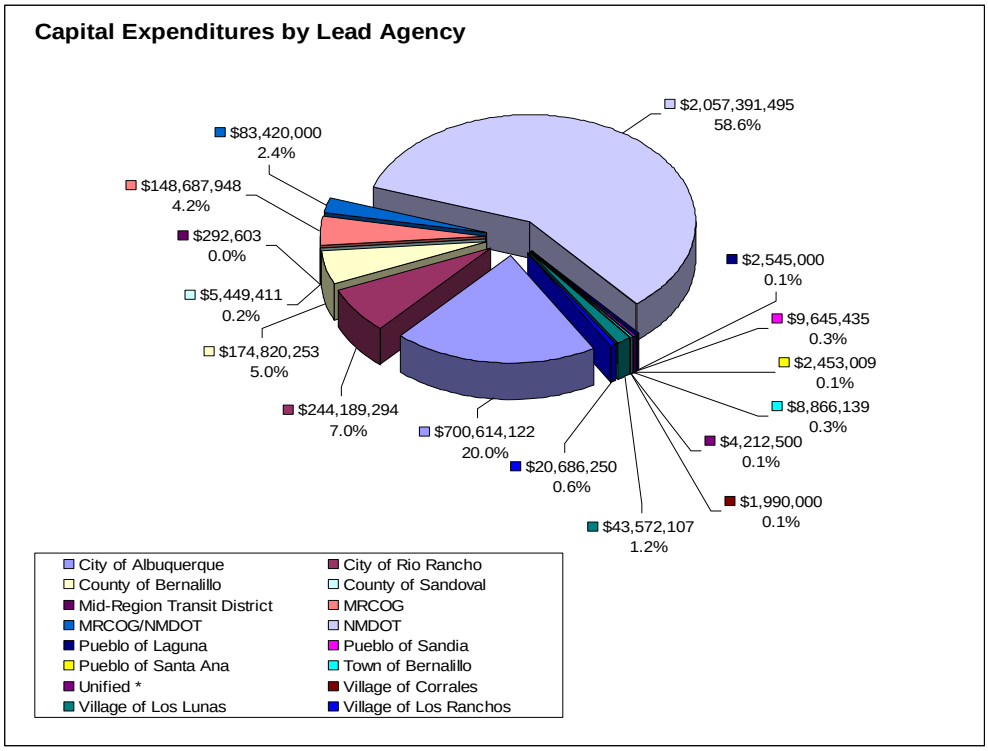
- Because the timing privately-built infrastructure is subject to market forces and is outside the control of local governments, projects identified as being funded with private sources are not considered part of the fiscally constrained MTP. These projects are identified separately and included in the 2030 model network and considered part of the 2030 Long Range Transportation System.
- Private sector expenditures are estimated using appropriate unit costs.
- Revenues are estimated to equal expenditures.

Conclusions

It should be noted that the revenue and expenditure figures presented here are estimates for planning purposes. While the estimates reflect a "surplus" of funds representing slightly larger than two percent of the total plan amount, the variability inherent in the numbers and the process used to derive the numbers could just as easily have resulted in a "deficit" of similar magnitude. Under these circumstances, prudent planning would caution against any efforts to absorb the surplus by adding projects or to eliminate projects due to a deficit.

With all planning efforts of the magnitude of the 2030 MTP, the inclusion or exclusion of specific projects or programs is not determined so much by the planning issues as much as by the financial realities and every reasonable attempt has been made to achieve a balance. The financial assumptions and analyses noted above indicate that the 2030 Metropolitan Transportation Plan meets the fiscal constraint requirements outlined in current federal planning regulations.

Figure 13-11 ▶ Capital Expenditures by Lead Agency



E. Air Quality

Air quality continues to play a major role in metropolitan planning. The MPO ensures that emissions from transportation investments will not cause new violations or affect the area's attainment of air quality standards. This is true for pollutants that have been problems for the metro area in the past, such as Carbon Monoxide in Bernalillo County, and for pollutants that may be above healthy limits in the future, such as dust and smog.

Transportation Conformity with Air Quality Plans

Air quality is an important transportation-related issue, especially for health and economic development purposes. The federal Clean Air Act Amendments (CAAA) of 1990 require that federally funded transportation plans, programs and projects in non-attainment or maintenance areas conform to the State Implementation Plans (SIP) for air quality. Bernalillo County is designated as a limited maintenance area for Carbon Monoxide (CO). As part of the development of the MTP, the MPO coordinated transportation planning with the SIP for air quality with the City of Albuquerque Environmental Health Department and other federal, state and local agencies.

The Bernalillo County Maintenance Area

Bernalillo County was redesignated to attainment status for carbon monoxide in 1996. After attaining air quality standards, an area is required to commit to and implement a twenty-year maintenance plan in two ten-year parts. Bernalillo County began its second ten-year maintenance period on August 22, 2005, and is now implementing what is referred to as a "Limited Maintenance Plan" (LMP). To qualify for limited maintenance plan status, an area must show that the air quality be at levels less than 85% of the relevant National Ambient Air Quality Standards (NAAQS). Bernalillo County qualifies for this standard and has therefore received local, state and federal appprovals of its Limited Maintenance Plan.

Transportation plans, programs, and projects must still demonstrate conformity with Limited Maintenance Plans. Under the previous maintenance plan, the MPO

was required to demonstrate that mobile source emissions would not violate the carbon monoxide budgets established in the SIP. This required rigorous analysis of transportation networks and resulting travel to model anticipated vehicle emissions on a regional basis. The total emissions were then compared to the budgets, and if less than the budget, part of transportation conformity was achieved. Other conformity requirements included appropriate consultation, planning and public involvement activities necessary under federal planning rules, and decisions by the air quality technical committtee on which "regionally significant" projects to include in air quality analysis.

An important change occurred as of August 22, 2005 in transportation conformity. Since the Limited Maintenance Plan does not contain emissions budgets, it is not possible to compare emissions from specific federal plans or projects to an upper emissions limit. For the maintenance period of a LMP, in this case 2005-2016, emissions are not capped. The U. S. Environmental Protection Agency (EPA) believes that it is unreasonable to expect that so much growth will occur in an area during a maintenance period as to cause a violation of the air quality standards. Recall that to qualify to undertake a LMP, an area must start with a demonstration that the air quality levels are less than 85% of the standard.

The fact that regional emissions analysis is no longer required brings about two significant changes with respect to the interagency consultation process. The MPO will not have to perform an air quality emissions analysis to demonstrate that emissions produced by projects in the MTP are less than the air quality budgets for CO. An LMP is based on monitored emission levels rather than modeling.

In lieu of the prior regional emissions modeling to determine conformity, the MPO received a letter from the Federal Highway Administration (FHWA) verifying that the most recent CO levels at air quality monitors remain below 85% of the standard. The FHWA received this information from the Environmental Health Department. The letter is included in the MTP. Provided that CO levels remain at or below 85% of the standard, regional emissions analyses will not be required for transportation conformity determinations. If CO levels exceed 85% of the standard at monitors, the Limited Maintenance Plan will become invalid and the requirements of the full maintenance plan will apply once again, including regional emissions analyses.

Under the LMP, the MTP must still conform with other requirements, including interagency consultation, financial constraint, a minimum 30-day public comment period for the plan, and other federal planning requirements. The FHWA, in consultation with the EPA, has determined that this MTP has met these requirements and therefore conforms with the Limited Maintenance Plan.

Alternative Fuels Programs

Alternative fuels, as defined by the Energy Policy Act of 1992 (EPAct), include ethanol, natural gas, propane, hydrogen, biodiesel, electricity, methanol, and p-series fuels. These fuels are being used worldwide in a variety of vehicle applications. Using these alternative fuels in vehicles can generally reduce harmful pollutants and exhaust emissions. In addition, most of these fuels can be domestically produced and derived from renewable sources.

In partnership, the Mid-Region Council of Governments and the Land of Enchantment Clean Cities Coalition have proposed the expansion of the use of alternative fuels in the transportation sector of the communities that are members of the MRCOG.

As part of that partnership, this section of the 2030 Metropolitan Transportation Plan addresses the various types of alternative fuels and the mandates federally and locally to use them.

National Clean Cities Program

Created in 1993 by the U.S. Department of Energy (DOE), the mission of the National Clean Cities Program is to advance the economic, environmental, and energy security of the United States by supporting local decisions to adopt practices that contribute to

reduced petroleum consumption in the transportation sector.

Clean Cities carries out this mission through a network of more than 90 volunteer, community-based coalitions, which develop public/private partnerships to promote the use of alternative fuels and vehicles, expand the use of fuel blends, encourage the use of fuel economy practices, increase the acquisition of hybrid vehicles by fleets and consumers, and advance the use of idle reduction technologies in heavy-duty vehicles.

In 1994, the Land of Enchantment Clean Cities Coalition became the 11th DOE designated Clean City Coalition. Its members total more than 60 stakeholders presently as it continues to expand its efforts state-wide. The City of Albuquerque and the Mid Region Council of Governments are stakeholders in the Land of Enchantment Clean Cities Coalition.

Today, National Clean Cities stakeholders are currently displacing 240M gasoline gallon equivalents (gge) per year, and the Clean Cities goal is to displace 2.5 billion gallons of petroleum per year by 2020. That is the equivalent of the annual gasoline consumption of 5 million cars or taking one supertanker off the high seas every eight days.

Alternative fuels are the cornerstone of Clean Cities, but in 2004 the program expanded its focus to:

- Increase the use of fuel blends (diesel/biodiesel, ethanol/gasoline, and compressed natural gas (CNG)/hydrogen),
- Accelerate sales of hybrid vehicles,
- Promote informed consumer choice on fuel economy, and
- Encourage the use of idle reduction technologies for heavy-duty trucks and other vehicles.

These four additions to the Clean Cities portfolio will help the program realize its mission and meet the program's goals of displacing 2.5 billion gallons of petroleum in the transportation sector by 2020. Clean Cities is part of the Office of Energy Efficiency and Renewable Energy's FreedomCAR & Vehicle Technologies Program.

Energy Policy Act of 1992

Congress passed the Energy Policy Act of 1992 (EPAct) on October 24, 1992, with the goals of enhancing our nation's energy security and improving environmental quality. The Act addresses all aspects of energy supply and demand, from common forms of energy such as coal, oil, and nuclear power to alternative fuels, renewable energy, and energy efficiency. Through EPAct, the U.S. Department of Energy (DOE) aims to decrease the nation's dependence on foreign oil and increase energy security by encouraging the use of domestically produced alternative fuels.

DOE's overall mission is to replace 30% of petroleum-based motor fuels by the year 2010. EPAct helps DOE achieve this goal by mandating that federal, state, and alternative fuel provider fleets purchase alternative fuel vehicles.

Alternative fuels, as defined by the Energy Policy Act of 1992 (EPAct), include:

- Methanol, ethanol, and other alcohols
- Blends of 85% or more of alcohol with gasoline
- Natural gas and liquid fuels domestically produced from natural gas
- Liquefied petroleum gas (propane)
- Coal-derived liquid fuels
- Hydrogen
- Electricity
- Biodiesel (B100)*
- Fuels (other than alcohol) derived from biological materials
- P-Series

Energy Policy Act of 2005

On August 8, 2005, President Bush signed the Energy Policy Act (EPAct) of 2005. Some of the provisions defined in EPAct 2005 are summarized in the table below. For the full text of the Act, visit the Library of Congress Web site, and search by Bill Number for HR 6.

The information provided here summarizes EPAct 2005 sections that are of interest to Clean Cities stakeholders. In many cases, the provisions require

Section 701 Federal Fleet Dual-Fuel Vehicles: Fuel Use Requirement	Requires federal fleets to use alternative fuels in dual-fuel vehicles unless the Secretary of Energy determines an agency qualifies for a waiver. Grounds for a waiver are: alternative fuel is not reasonably available to the fleet and the cost of alternative fuel is unreasonably more expensive that convention fuel.
Section 702 Federal Fleets Incremental Cost Distribution	Requires the U.S. General Services Administration (and other federal agencies that procure vehicles for fleets) to spread the incremental vehicle costs of all vehicles. This mandate modifies 42 USC 13212 (EPAct 1992 Section 303).
Section 703 Alternative Compliance for State and Alternative Fuel Provider Fleets	Expands compliance options under EPAct 1992 by allowing fleets to choose a petroleum reduction path in lieu of acquiring AFVs. Interested fleets must obtain a waiver from the U.S. Department of Energy (DOE). To receive a waiver, fleets must prove to DOE that they will achieve petroleum reductions equivalent to their alternative fuel vehicles (AFVs) running on alternative fuels 100% of the time.

further rulemaking by the appropriate agencies. Keep in mind that although EPAct 2005 "authorizes" funding for activities, in some instances, the funds must still be "appropriated" through a separate federal budgeting process. The authorized funding listed indicates ceiling amounts that federal agencies may request for the defined activity.

State of New Mexico Renewable Fuels Executive Order

By 2010, all cabinet-level state agencies, public schools (K-12), and institutions of higher education are required to take action toward obtaining fifteen percent (15%) of their total transportation fuel requirements from renewable fuels such as ethanol and biodiesel. (Reference Executive Order 2005-049, 2005)

On October 31, 2006, Governor Bill Richardson announced his legislative agenda in the areas of clean energy and a clean environment. The Governor's agenda is designed to invest in the tax incentives, biofuels and green buildings that will continue to make New Mexico the nation's Clean Energy State. It includes a $23 million investment in energy efficiency and green buildings, a recurring investment ($9.6 million this year) for land, wildlife, and clean energy projects, and $3 million in tax incentives for biofuels, energy efficient appliances and renewable energy manufacturers.

Renewable Fuels

To help break our addiction to foreign oil, keep our air clean and create jobs, Governor Richardson today proposed tax credits for the use and distribution of biofuels like biodiesel. Under the Governor's proposal, biodiesel distributors will receive a six cent per gallon tax credit for every gallon of B5 biodiesel blend delivered beginning in 2007, and biodiesel facilities will be eligible for a one time tax credit of 30% of the cost of equipment and installation to allow for the sale of biodiesel blended fuels. He also announced biofuel standards that will mean by 2012, five percent of every gallon of diesel sold in New Mexico will come from agricultural sources, and a 20 percent biodiesel standard by 2020. This plan will save the equivalent of half-a-million barrels of oil per year by 2012, rising to 2.2 million barrels of oil saved annually by 2020.

City of Albuquerque Alternative Fuels Executive Order

Recognizing the overall benefits of alternative fuels, Mayor Martin J. Chavez in March 2006 issued Executive Order # 19 requiring 100 % use of alternative fuels in the municipal fleet. This effort is complimented by frameworks established by the Kyoto protocols for local governments supported by the U.S. Conference of Mayors.

While it is widely acknowledged that no one fuel represents a universal solution to transportation, each of the alternative fuels examined by the City of Albuquerque are less polluting than conventional petroleum based fuels. However, the lack of a widespread alternative fuels infrastructure must be addressed by the city in tandem with the alternative fuels deployed by the City. Ultimately, it remains in the community's, and the country's, best interest to incorporate a mix of clean alternative fuels for most municipal fleet duty cycle applications.

Alternative Fuels Summary

Alternative fuels are being used worldwide in a variety of applications. Using alternative fuels in vehicles can reduce harmful pollutants and exhaust emissions. In addition, most of these fuels can be domestically produced and derived from renewable sources.

Biodiesel

Biodiesel is a domestically produced, renewable fuel that can be manufactured from vegetable oils, animal fats, or recycled restaurant greases. Biodiesel is safe, biodegradable, and reduces serious air pollutants such as particulates, carbon monoxide, hydrocarbons, and air toxics. Blends of 20% biodiesel with 80% petroleum diesel (B20) can generally be used in unmodified diesel engines; however, users should consult their OEM and engine warranty statement. Biodiesel can also be used in its pure form (B100), but it may require certain engine modifications to avoid maintenance and performance problems and may not be suitable for wintertime use. Users should consult their engine warranty statement.
Pure biodiesel (B100) is considered an alternative fuel under EPAct. Lower-level biodiesel blends are not considered alternative fuels, but covered fleets can earn one EPAct credit for every 450 gallons of B100 purchased for use in blends of 20% or higher. Biodiesel (fatty acid alkyl esters) is a cleaner burning diesel replacement fuel made from natural, renewable sources such as new and used vegetable oils and animal fats. Just like petroleum diesel, biodiesel operates in compression-ignition engines. Blends of up to 20% biodiesel (mixed with petroleum diesel fuels) can be used in nearly all diesel equipment and are compatible with most storage and distribution equipment. These low-level blends (20% and less) generally do not require any engine modifications, however, users should consult their OEM and engine warranty statement. Biodiesel can provide the same payload capacity and as diesel.

Higher blends, even pure biodiesel (100% biodiesel, or B100), may be able to be used in some engines (built since 1994) with little or no modification. However, engine manufacturers are concerned about the impact of B100 on engine durability. Additionally, B100 is generally not suitable for use in low temperature conditions. Transportation and storage of B100, however, require special management.

Using biodiesel in a conventional diesel engine substantially reduces emissions of unburned hydrocarbons, carbon monoxide, sulfates, polycyclic aromatic hydrocarbons, nitrated polycyclic aromatic hydrocarbons, and particulate matter. These reductions increase as the amount of biodiesel blended into diesel fuel increases. The best emission reductions are seen with B100.

The use of biodiesel decreases the solid carbon fraction of particulate matter (since the oxygen in biodiesel enables more complete combustion to CO2) and reduces the sulfate fraction (biodiesel contains less than 15 ppm sulfur), while the soluble, or hydrocarbon, fraction stays the same or increases. Therefore, biodiesel works well with emission control technologies such as diesel oxidation catalysts (which reduce the soluble fraction of diesel particulate but not the solid carbon fraction).

Emissions of nitrogen oxides increase with the concentration of biodiesel in the fuel and the increase is roughly 2% for B20. Some biodiesel produces more nitrogen oxides than others, and some additives have shown promise in reducing the increases. More R&D is needed to resolve this issue.

Biodiesel has physical properties very similar to conventional diesel.

Electricity

Electricity can be used as a transportation fuel to power battery electric and fuel cell vehicles. When used to power electric vehicles or EVs, electricity is stored in an energy storage device such as a battery. EV batteries have a limited storage capacity and their electricity must be replenished by plugging the vehicle into an electrical source. The electricity for recharging the batteries can come from the existing power grid, or from distributed renewable sources such as solar or wind energy.

Fuel cell vehicles use electricity produced from an electrochemical reaction that takes place when hydrogen and oxygen are combined in the fuel cell "stack." The production of electricity using fuel cells takes place without combustion or pollution and leaves only two byproducts, heat and water.

Electricity is unique among the alternative fuels in that mechanical power is derived directly from it, whereas the other alternative fuels release stored chemical energy through combustion to provide mechanical power. Motive power is produced from electricity by an electric motor.

Electricity used to power vehicles is commonly provided by batteries, but fuel cells are also being explored. Batteries are energy storage devices, but unlike batteries, fuel cells convert chemical energy to electricity.

Ethanol

Ethanol is an alcohol-based alternative fuel produced by fermenting and distilling starch crops that have been converted into simple sugars. Feed stocks for this fuel include corn, barley, and wheat. Ethanol can also be produced from "cellulosic biomass" such as trees and grasses and is called bioethanol. Ethanol is most commonly used to increase octane and improve the emissions quality of gasoline.

Ethanol can be blended with gasoline to create E85, a blend of 85% ethanol and 15% gasoline. E85 and blends with even higher concentrations of ethanol, E95, for example, qualify as alternative fuels under the Energy Policy Act of 1992 (EPAct). Vehicles that run on E85 are called flexible fuel vehicles (FFVs) and are offered by several vehicle manufacturers.

In some areas of the United States, lower concentrations of ethanol are blended with gasoline. The most common low concentration blend is E10 (10% ethanol and 90% gasoline). While it reduces emissions, E10 is not considered an alternative fuel under EPAct regulations.

Ethanol (ethyl alcohol, grain alcohol, EtOH) is a clear, colorless liquid. In dilute aqueous solution, it has a somewhat sweet flavor, but in more concentrated solutions it has a burning taste. Ethanol (CH3CH2OH) is made up of a group of chemical compounds whose molecules contain a hydroxyl group, -OH, bonded to a carbon atom. Ethanol made from cellulosic biomass materials instead of traditional feed stocks (starch crops) is called bioethanol.

The Clean Air Act Amendments of 1990 mandated the sale of oxygenated fuels in areas with unhealthy levels of carbon monoxide. Since that time, there has been strong demand for ethanol as an oxygenate blended with gasoline. In the United States each year, approximately two billion gallons are added to gasoline to increase octane and improve the emissions quality of gasoline.

Blends of at least 85% ethanol are considered alternative fuels under the Energy Policy Act of 1992 (EPAct). E85, a blend of 85% ethanol and 15% gasoline, is used in flexible fuel vehicles (FFVs) that are currently offered by most major auto manufacturers. FFVs can run on gasoline, E85, or any

combination of the two and qualify as alternative fuel vehicles under EPAct regulations.

In some areas, ethanol is blended with gasoline to form an E10 blend (10% ethanol and 90% gasoline).
Chemical properties: Ethanol is ethane with a hydrogen molecule replaced by a hydroxyl radical.

Hydrogen

Hydrogen (H2) will play an important role in developing sustainable transportation in the United States, because in the future it may be produced in virtually unlimited quantities using renewable resources. Hydrogen has been used effectively in a number of internal combustion engine vehicles as pure hydrogen mixed with natural gas.

In addition, hydrogen is used in a growing number of demonstration fuel cell vehicles. Hydrogen and oxygen from air fed into a proton exchange membrane (PEM) fuel cell "stack" produce enough electricity to power an electric automobile, without producing harmful emissions.

The simplest and lightest fuel is hydrogen gas (H2). Hydrogen is in a gaseous state at atmospheric pressure and ambient temperatures. Hydrogen may contain low levels of carbon monoxide and carbon dioxide, depending on the source.

Hydrogen is being explored for use in combustion engines and fuel cell electric vehicles. On a volumetric basis, the energy density of hydrogen is very low under ambient conditions. This presents greater transportation and storage hurdles than for liquid fuels. Storage systems being developed include compressed hydrogen, liquid hydrogen, and physical or chemical bonding between hydrogen and a storage material (for example, metal hydrides).

The ability to create hydrogen from a variety of resources and its clean-burning properties make it a desirable alternative fuel. Although there is no significant transportation distribution system currently for hydrogen transportation use, we can transport and deliver hydrogen for early market penetration using the established hydrogen infrastructure; for significant market penetration, the infrastructure will need further development.

Methanol

Methanol, also known as wood alcohol, can be used as an alternative fuel in flexible fuel vehicles that run on M85 (a blend of 85% methanol and 15% gasoline). However, it is not commonly used because automakers are no longer supplying methanol-powered vehicles.

Methanol can be used to make methyl tertiary-butyl ether (MTBE), an oxygenate which is blended with gasoline to enhance octane and create cleaner burning fuel. MTBE production and use has declined because it has been found to contaminate ground water.

Methanol (CH3OH) is an alcohol fuel. Today most of the world's methanol is produced by a process using natural gas as a feedstock. However, the ability to produce methanol from non-petroleum feedstocks such as coal or biomass is of interest for reducing petroleum imports.
Chemical Properties: As engine fuels, ethanol and methanol have similar chemical and physical characteristics. Methanol is methane with one hydrogen molecule replaced by a hydroxyl radical (OH).

Natural Gas

Natural gas is domestically produced and readily available to end-users through the utility infrastructure. It is also clean burning and produces significantly fewer harmful emissions than reformulated gasoline or diesel when used in natural gas vehicles. In addition, commercially available medium- and heavy-duty natural gas engines have demonstrated over 90% reductions of carbon monoxide (CO) and particulate matter and more than 50% reduction in nitrogen oxides (NOx) relative to commercial diesel engines. Natural gas can either be stored onboard a vehicle as compressed natural gas (CNG) at 3,000 or 3,600 psi or as liquefied natural gas (LNG) at typically 20-150 psi. Natural gas can also be blended with hydrogen.

Natural gas is a mixture of hydrocarbons—mainly methane (CH4)—and is produced either from gas wells or in conjunction with crude oil production. Natural gas is consumed in the residential, commercial, industrial, and utility markets.

The interest in natural gas as an alternative fuel stems mainly from its clean burning qualities, its domestic resource base, and its commercial availability to end users. Because of the gaseous nature of this fuel, it must be stored onboard a vehicle in either a compressed gaseous state (CNG) or in a liquefied state (LNG).

Chemical Properties: The main constituent of natural gas is methane, which is a relatively unreactive hydrocarbon. Natural gas as delivered through the pipeline system also contains hydrocarbons such as ethane and propane; and other gases such as nitrogen, helium, carbon dioxide, hydrogen sulfide, and water vapor.

Propane

Propane or liquefied petroleum gas (LPG) is a popular alternative fuel choice for vehicles because there is already an infrastructure of pipelines, processing facilities, and storage for its efficient distribution.

Besides being readily available to the general public, LPG produces fewer vehicle emissions than gasoline. Propane is produced as a by-product of natural gas processing and crude oil refining.

According to the Gas Processors Association HD5 specification for LPG as a transportation fuel, LPG must consist of 90% propane, no more than 5% propylene, and 5% other which is primarily butane and butylene. It is produced as a by-product of natural gas processing and petroleum refining. The components of LPG are gases at normal temperatures and pressures.

P-Series

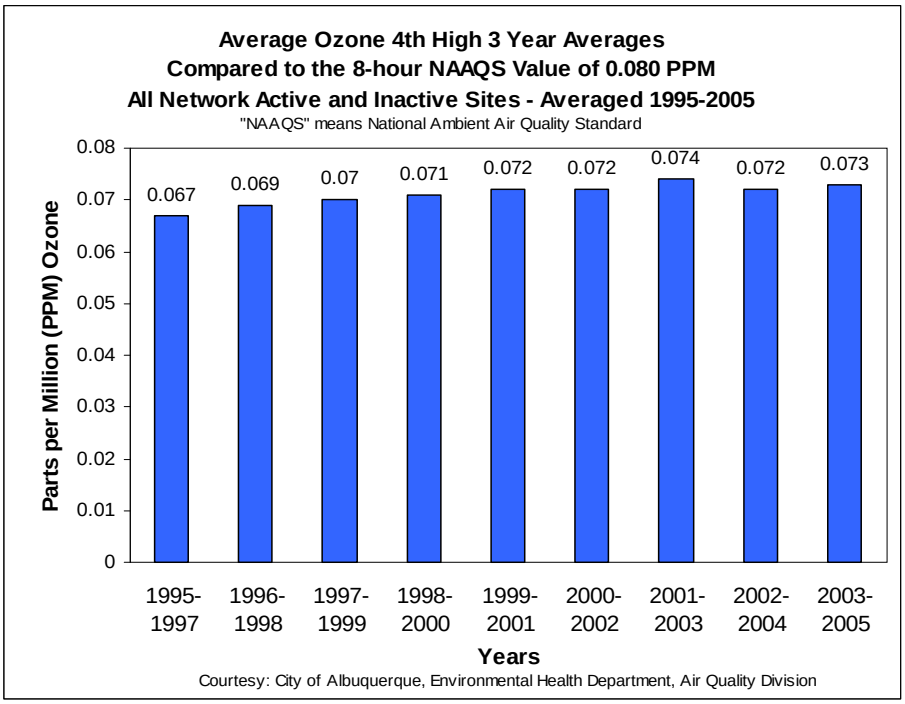
P-series fuel is a unique blend of natural gas liquids (pentanes plus), ethanol, and the biomass-derived co-solvent methyltetrahydrofuran (MeTHF). P-Series fuels are clear, colorless, 89-93 octane, liquid blends that are formulated to be used in flexible fuel vehicles (FFV's). P-Series are designed to be used alone or freely mixed with gasoline in any proportion inside the FFV's gas tank. These fuels are not currently being produced in large quantities and are not widely used. Since 1992, when the Energy Policy Act (EPAct) was passed, only one new fuel has been recognized as an alternative fuel under the EPAct petitions provision. P-Series fuels were added to the list of alternative fuels in 1999.

Future Potential Air Quality Issues

Like many medium size urban areas, the Albuquerque region may be approaching potential violations to the federal standards for ozone. Ground-level ozone is the principal ingredient in photochemical smog. It is the final product of a series of complex chemical reactions that take place in the lower atmosphere between so-called 'ozone precursors' in the presence of heat and sunlight. Principal among the ozone precursors are volatile organic compounds (VOC) such as raw fuel vapors, and oxides of nitrogen (NOx) formed primarily during combustion of fossil fuels. The ozone precursors mingle together in the atmosphere and "cook" in the presence of ultraviolet light given off by the sun. Since ozone doesn't form immediately, and because heat and sunlight are actors in its creation, ozone can form miles away from the original source of its precursors, and it forms more readily during the hot summer months.

In fact data from many of the air monitors in this region indicate that the trend has been in the upward direction, towards violations, for several years (see Figure 13-12). The 8-hour standard is 0.080 parts per million of ozone. Monitors have recorded occasional concentrations that approach 90% of the standard during the summer ozone season. In the event that this trend continues, this region may be facing non-attainment for ozone. If this occurs it may be more difficult for agencies to utilize federal transportation dollars for general purpose lane additions to the roadway system, there may be additional pressure on transportation agencies to reduce dependency on auto travel, and additional regulatory requirements may be required to reduce the production of ozone.

Figure 13-12



Though no violations of federal standards for ozone have occurred in the AMPA region, ambient concentrations of this unhealthy pollutant are high enough to warrant steps to reduce its formation in our airshed. Many projects currently planned in this MTP and programmed in the TIP, especially those funded with Congestion Mitigation/Air Quality (CMAQ) funds, to reduce carbon monoxide emissions may also help in reducing ground-level ozone. This is yet another positive effect of increasing the share of trips by transit, walking, biking, and high-occupancy vehicles. Reducing ozone could also be another compelling side-effect of creating communities in which some trips by car are replaced by walking and other more air-friendly travel.

F. Federal Planning Emphasis Areas

SAFETEA-LU, which was signed into law in August 2005, identifies eight planning emphasis areas to be considered in the development of the MTP and the decisions about capital and programming investments resulting from the plan and metropolitan Transportation Improvement Program (TIP). The emphasis areas and a brief description of how they are addressed in the AMPA are provided below.

1. **Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency**
   The MPO participates on economic development boards and committees throughout the region. The Public Involvement Committee includes representatives from the Economic Forum and the local Chambers of Commerce. MRCOG administers the local Workforce Investment Act activities. These staff contacts allow MRCOG to assess the economy-related needs of the transportation system and respond to those needs appropriately. Meeting the mobility needs of the workforce as well as goods movement provides ample opportunities to expand the MPA's competitiveness in the global economy.

2. **Increase the safety of the transportation system for motorized and non-motorized users**
Safety is an important factor in the transportation system and is considered at both the project and area-plan levels. Safety considerations are routinely considered as part of the analyses for public transportation, bicycle and roadway projects. The Walking/Bicycling Advisory Group (WABAG) provides an opportunity to obtain citizen and staff input regarding pedestrian and bicycling safety issues for projects and plans. MPO staff served in leadership and participatory roles in developing the statewide Comprehensive Transportation Safety Plan initiated by the NMDOT during FY 2006.

3. **Increase the security of the transportation system for motorized and non-motorized users**
The terrorist events of September 11, 2001 provide a good illustration of the challenges facing metropolitan areas in preparing for and responding to unexpected security incidents or natural disasters. One lesson from September 11th is paramount – effective coordination and communication among the many different operating agencies in a region is essential. Such coordination is needed to allow enforcement/ security/safety responses in an expeditious manner, while at the same time still permitting the transportation system to handle the possibly overwhelming public response to the incident.

   Although the immediate organizational response to security incidents and disasters will be the responsibility of security/public safety agencies, there is an important role that MPOs can play in promoting coordinated planning in anticipation of unexpected events or natural disasters. In addition, the MPO could also provide a centralized location of information on transportation system conditions and local/ national responses that might be useful in an emergency. Particularly in the development of the Metropolitan Transportation Plan (MTP), the MPO will pursue planning and coordination efforts related to transportation security.

4. **Increase the accessibility and mobility of people and for freight**
To the extent possible, all MPA transportation planning efforts work towards ensuring that accessibility and mobility options are considered and moved forward. The Transportation Accessibility Model (TRAM) activity is specifically aimed at identifying ways to increase the accessibility of the transportation system to citizens. Combined with demographic data, this work enables planning for specific target populations and communities. The Commuter Rail and United We Ride projects are also designed to provide people in the region with more mobility options.

5. **Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns**
One of the more important goals of the transportation planning process is ensuring that the transportation system is responsive to environmental considerations such as air quality. During FY 2006, the Limited Maintenance Plan for carbon monoxide became effective, demonstrating the positive results of the MPO working together with local, state, and federal partners. Staff continues to work with area partners to monitor air quality issues related to ozone, and the MRCOG is a signatory of the memorandum of understanding forming the Land of Enchantment Clean Cities Corridor program.

6. **Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight**
MPO planning efforts continue to be multimodal as well as intermodal in nature. This includes ensuring the connectivity of the transportation system for goods movement as well as the mobility of the traveling public. The WABAG meets regularly to discuss bicycle and pedestrian issues and to assure that the PIC and TPTG have vital

information regarding bicycle and pedestrian concerns. As part of the development of the 2030 MTP, MPO staff have developed a Pedestrian Composite Index that analyzes markets for and deterrents against pedestrian activity in an effort to identify and prioritize areas for potential improvements. MPO staff coordinates closely with the NMDOT Bicycle/Pedestrian/Equestrian committee. The Commuter Rail and United We Ride projects address integration and connectivity issues in the transportation system.

7. **Promote efficient system management and operation**
   Efforts related to system management and operation are similar to those concerned with system preservation in that they emphasize ensuring that the system functions in an efficient manner. MPO planning activities include assessing the efficiency of the current system prior to recommending capacity improvements in the MTP or programming funds in the TIP. The MPO has begun major revisions to the Congestion Management System to better integrate it into the planning process. And the MPO continues to provide technical support and coordination for Intelligent Transportation System planning and projects.

8. **Emphasize the preservation of the existing transportation system**
   Ensuring the adequacy of the existing infrastructure is critical to continuation of the transportation system. The MPO continues to focus on preserving infrastructure, emphasizing it in the goals which guide development of the MTP. In fact, the majority of public funds for roadways in the 2025 MTP is devoted to preserving past investments through reconstruction and rehabilitation projects. This same emphasis is expected to be present in future MTPs and TIPs.

Public Involvement 14

MRCOG is committed to involving the public at each stage of the transportation planning process. Coordination with community members and their representatives on this Plan began as soon as work on the Plan was announced in November 2004. The MPO's Public Involvement Committee (PIC), stakeholders, and the general public were consulted and included in the development of this public participation plan, resulting in a multi-phased approach to public involvement in the development and changes to the MTP over the past two years.

Public participation was conducted in three phases: Phase I solicited transportation needs from the community and the formation of a set of goals for the Plan; Phase II included project proposal and evaluation, goals refinement, and review of the land-use and socioeconomic forecasts; and Phase III was dedicated to a review of and comment on the Draft Plan.

All presentations incorporated visualization techniques to maximize accessibility. For instance totals of spending were shown as pie charts, timelines for plan development were shown graphically, maps showed traffic congestion (present day as well as predicted future) as Level of Service (LOS) on particular road segments and as travel time contours to the largest employment centers in the region, growth and future land-use maps were taken from the Land Use Allocation Model (LAM), and alignments of projects being considered were overlaid on the present transportation network. Maps zooming in on areas of particular interest were also presented to the groups.

Staff committed from the beginning of MTP development onward to working both within the MPO structure and a variety of community groups from the earliest stages of Plan development to its ultimate conclusion. Within the MPO structure the public participated through its representatives on the MTB and the PIC, an advisory committee formed specifically to inform the MTB of public opinion on transportation issues. PIC membership includes representatives from each of the City of Albuquerque Council districts as well as the other incorporated entities in the AMPA (See Appendix). It is worth noting that several public interest and advocacy groups including 1000 Friends of New Mexico, New Mexico Public Interest Research Group, and various other groups participate in the PIC. In addition to informing the MTB, the PIC serves as a conduit for information back to their coalitions of neighborhoods and other groups.

Advocacy group involvement on the PIC has created additional opportunities for staff to meet with and address the concerns of citizens. Before a public review draft was written, staff were invited to appear on a panel on regional transportation planning. Also on the panel was the vice-chair of the transportation policy board.

Table 14-1 ▶ MPO Meetings Where the MTP was Discussed

11/12/2004	Technical Coordinating Committee
11/18/2004	Metropolitan Transportation Board
1/13/2005	Public Involvement Committee
1/14/2005	Technical Coordinating Committee
1/27/2005	Metropolitan Transportation Board
3/11/2005	Technical Coordinating Committee
3/17/2005	Metropolitan Transportation Board
4/7/2005	Public Involvement Committee
4/8/2005	Technical Coordinating Committee
4/28/2005	Metropolitan Transportation Board
5/19/2005	Walking And Biking Advisory Group
6/10/2005	Technical Coordinating Committee
6/23/2005	Metropolitan Transportation Board
7/7/2005	Public Involvement Committee
9/9/2005	Technical Coordinating Committee
10/6/2005	Public Involvement Committee
7/14/2006	Technical Coordinating Committee
7/27/2006	Metropolitan Transportation Board
8/3/2006	Public Involvement Committee
9/8/2006	Technical Coordinating Committee
9/21/2006	Metropolitan Transportation Board
10/5/2006	Public Involvement Committee

PIC and MTB meetings are open to the public and are advertised in the local newspaper well in advance. In addition, meetings of the Transportation Coordinating Committee are also publicly advertised.

Public meetings sponsored by the MPO are valuable conduits of public sentiment, but they offer only indirect forms of participation. MRCOG staff has found that getting on the agendas of regularly-scheduled community meetings yields more comment and brings community members less-inclined to attend into the planning process. Neighborhood association meetings have proven to be an especially fruitful venue for public comment since transportation issues are often at the forefront of discussion. In addition to neighborhood associations, staff has made itself available to any public group requesting to have their concerns heard.

MTP development was publicized on the MRCOG website. Upcoming public meetings were announced, timelines published, and even the draft maps used for analysis were made available to the general public. An online comment form was provided to make public comment on the plan and the planning process simple and paper-free. Public Participation established its own web-page, containing links to upcoming events, comments received (with staff response), and the Public Involvement Procedures document which guided the Public Participation element of the MTP.

MPO Transportation Planning staff responded to all comments made by the public as they came in, by the same medium. Emailed comments were provided an email response, written comments a written response, and so forth. In addition, staff responded to all concerns brought up by the public where notes were taken of their concerns and suggestions. These comments and the responses to them became part of the public participation. By December 2006, audiences at the five MTP public workshops held in the AMPA (3 in Albuquerque, one each in the City of Rio Rancho and the Village of Los Lunas) could review what their peers (or they themselves) had suggested, and address how well staff responded to them. This document was also posted on the MPO website.

Workshops provided an opportunity for transportation planners to hear concerns from the public. A great deal of attention was given to maximizing the visualization capability of the MPO through slides showing the growth of developed land area in the AMPA since the 1930's, large maps mounted on easels, and take-home versions of maps used in the creation of the MTP. Participants had the opportunity to address each staff member on their specific element of the Plan, as well as make general comments and suggestions at the conclusion of each workshop's short introductory presentation.

Stakeholder Coordination

In addition to the many public meetings, MRCOG sought to receive input from a variety of stakeholders.

Table 14-2 ▶ Neighborhood Association and Community Group MTP Meetings

6/1/2005	Westside Confab, Coalition City of Albuquerque
6/15/2005	ABQ Dist 4 Coalition of Neighborhood Associations
8/3/2005	ABQ Dist 7 Coalition of Neighborhood Associations
8/4/2005	North Valley Coalition of Neighborhood Associations
9/28/2005	MTP Open House (Rio Rancho)
10/5/2005	Westside Coalition
11/2/2005	Westside Coalition
11/9/2005	ABQ Dist 6 Coalition of Neighborhood Associations
11/15/2005	South Valley / Southwest Mesa Coalitions of Neighborhood Associations
4/18/2006	League of Women Voters
4/19/2006	League of Women Voters
5/10/2006	District 6 Coalition of Neighborhood Associations
5/11/2006	South Valley Coalition of Neighborhood Associations
5/25/2006	District 8 Coalition of Neighborhood Associations
6/1/2006	North Valley Coalition
6/7/2006	Federation of University Neighborhoods
6/13/2006	League of Women Voters
6/21/2006	Dist 4 Coalition of Neighborhood Associations
6/29/2006	Rio Rancho Open House
7/5/2006	Westside Coalition of Neighborhood Associations
7/10/2006	South West Alliance of Neighbors
7/18/2006	Environmental Justice Groups
7/20/2006	Alameda Neighborhood Associations
9/11/2006	South West Alliance of Neighborhoods
9/13/2006	Society of Military Engineers
10/26/2006	Mountain View Neighborhood Associations
11/30/2006	NM State Transportation Commission
12/2/2006	Albuquerque Public Workshop
12/5/2006	Albuquerque Public Workshop
12/7/2006	Albuquerque Public Workshop
12/11/2006	Rio Rancho Public Workshop
12/12/2006	Los Lunas Public Workshop
1/16/2007	Town of Bernalillo Public Workshop
3/15/2007	East Mountain Coalition of Neighborhood Associations
4/5/2007	Albuquerque Public meeting on the Public Review Draft of the 2030 MTP
4/10/2007	Sandoval County Public meeting on the Public Review Draft of the 2030 MTP
4/18/2007	Village of Los Lunas Public meeting on the Public Review Draft of the 2030 MTP
4/19/2007	Earth Day celebration at Sandia National Laboratories

Stakeholder meetings were less formal and more conversational in nature, due to the smaller number of people in attendance. However, notes were taken and every effort was made to incorporate stakeholder concerns into their respective elements of the Plan.

Land Use

The 2004 base and 2030 forecast land use and socioeconomic datasets are based on extensive input from a variety of stakeholders. Municipal officials and planners, Tribal planners, school officials and the development community were consulted through a series of more than 50 meetings that were held over a year-long period. Participants were asked about existing land use, near term projects, and anticipated future development. Maps were brought to meetings and marked up with land use corrections, density increases, and recent construction not captured in the 2025 MTP.

In addition, local opinion regarding potential growth in the long term was also gathered, as planners and developers were asked about their thoughts on attractive areas for future growth, commercial centers, redevelopment etc. This input was entered into MRCOG's land use model and prioritized in order of certainty (ie. corrections to existing uses and new completed projects were given the highest priority, current and near term developments were second, and long range plans were third). The land use model then used its internal allocation methodology to create a forecast land use scenario. Many of the same people were revisited with draft versions of the forecast for further feedback.

People with Disabilities

Contact was made with the State of New Mexico Public Health Department to find appropriate contacts to advocate for the needs of disabled with respect to transportation planning in the AMPA. An advocate for the disabled consulted early and regularly in MTP development through inclusion on the MPO's Walking and Bicycling Advisory Group (WABAG). MRCOG staff is committed to continuing to encourage participation of disabled populations throughout the planning process.

Environment and Natural Resources

Before a Draft Plan was produced MPO staff met with representatives from various local natural resources agencies, including the US Forest Service, City of Albuquerque Open Space, the State Historic Preservation Office, and New Mexico Game & Fish. The Bureau of Land Management was contacted separately. One of the major wildlife concerns was the barrier to wildlife that I-40 presents to wildlife migration between the Sandia and Manzano mountains. The State Historic Preservation Office expressed concern that archeological sites west of the presently urbanized area tend to be richer closer to the Rio Puerco. As development between the Rio Grande and Rio Puerco increases, the likelihood of encountering these sites will also increase.

Security

Before the Draft Plan was produced, staff discussed the MTP with representatives of various security agencies. Some federal agencies declined to be mentioned by name but were able to provide contact information for other interested parties. The US Department of Homeland Security was contacted via email and telephone. The Director of Emergency Services for the City of Albuquerque met with MRCOG staff and discussed the all-hazards plan for the region as well as the general needs of the security community.

Freight

Movement of freight and goods through the AMPA is a primary goal of the MTP. The New Mexico Trucking Association assembled a group of stakeholders including representatives from a variety of freight haulers (local, LTL, long-distance, hazardous materials, etc) to meet with MPO staff early in the MTP development process. The group were assembled and shown maps of projected growth and land use. Major concerns of the group assembled are road segments that prohibit truck traffic, and in particular river crossings and north-south routes on the west side of the Rio Grande. Freight haulers pointed out that oftentimes the lack of available truck routes increases the truck vehicle mileage traveled, contributing to congestion on the roads upon which they are allowed. Moreover, the lack of available truck routes sometimes forces drivers to take routes through neighborhood streets. Freight haulers also expressed concern at design-level details such as the lack of cut outs on some arterials such as Tramway Rd. Because they cannot make left turns into the commercial

developments they serve, trucks often drive on local roads to get to their destination.

Environmental Justice

In its transportation planning, the MPO seriously considers the three basic principles of environmental justice:

1. To insure public involvement of low-income and minority groups in decision making.
2. To prevent, minimize, or mitigate "disproportionately high and adverse" impacts of decisions on low-income and minority groups.
3. To insure that low-income and minority groups receive their fair share of benefits

Using technical analyses (see Chapter 13) and coordination with environmental justice stakeholders, MRCOG has produced all relevant information for identifying strategies to help minimize, mitigate and/or avoid disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations.

In addition, representatives from local environmental justice advocacy groups were contacted early in the MTP development process. These groups supplied contact information for other groups, who were in turn contacted. MPO staff met with representatives of these groups and concerns were heard in the meeting. Representatives from these traditionally underserved populations were kept informed about subsequent public meetings.

Some projects included in this MTP by their scope and location will require especially careful environmental justice scrutiny. The commuter rail project, which will be adding stations in low-income areas over the next few years, will bring both the benefits and the costs of rail service into these areas. MRCOG will continue to work closely with stakeholders and project-sponsoring agencies to insure that the federal environmental justice requirements are met as projects are implemented.

Appendix A

MTP Projects List by Type

PIN	Project Title	From	To	Project Description	Project Type	Lead Agency	Total Est. Project Cost
1.0	AMPA Wide Bicycle TDM	Albuquerque Metro Area		Bicycle Transportation Demand Management Program	BP	City of Albuquerque	$1,638,577
2.0	AMPA Wide Bicycle/ Pedestrian Safety Education Program	AMPA wide		Bicycle & Pedestrian Safety Education Program	BP	City of Albuquerque	$320,000
2.1	AMPA Wide Comprehensive Project for Bicycling	AMPA Wide		Increase cycling by addressing public education, public relations, maintenance of bikeways, and accountability.	BP	City of Albuquerque	$750,000
55.0	Comanche Road Bike Lanes	I-25	Carlisle	Construct on-street commuter bike lanes	BP	City of Albuquerque	$936,330
57.0	I-40 Trail Crossing at the Rio Grande	Coors Blvd	East side of Rio Grande River	Construct bikeway/trail overcrossing	BP	City of Albuquerque	$3,090,684
58.0	Bear Canyon Arroyo Trail & Overcrossing	I-25	Arroyo del Oso	Construct bikeway/trail facilities	BP	City of Albuquerque	$3,872,031
60.0	I-40 Embudo Trail Connection	North Diversion Channel Trail	Washington Street	Construct paved multi-use trail	BP	City of Albuquerque	$508,081
61.0	North Diversion Channel Trail, Stage II	Balloon Fiesta Park	Alameda Blvd	Construct Bicycle/Pedestrian Trail. Also see proj #61.1 & 436	BP	City of Albuquerque	$784,176
61.1	North Diversion Channel Trail, Stage I	Paseo del Norte	Alameda Blvd.	Extend trail & cross under Paseo del Norte.	BP	City of Albuquerque	$618,750
371.0	Academy Boulevard Medians and Bikeways	San Mateo Blvd	Ventura Street	Construct on-street commuter bike lanes (proj #371.1) and median landscaping	BP	City of Albuquerque	$3,808,000
436.0	North Diversion Channel Trail Undercrossings	Menaul, Candelaria, Comanche		Construct Grade Separated Trail Crossings at three locations. Also see proj #61 & 61.1	BP	City of Albuquerque	$1,931,180
484.1	Irving Boulevard Bike Lanes	Universe Blvd	La Paz Dr	Build Bike Lanes.	BP	City of Albuquerque	$1,072,500
508.2	Westside Boulevard Bike Lanes	Golf Course Road	NM 528	Build Bike Lanes	BP	City of Albuquerque	$2,095,500
555.1	Bluewater Road Bike Lanes	98th St	90th St	Build Bike Lanes	BP	City of Albuquerque	$825,000
578.1	Alameda Boulevard Bike Lanes & Trail	Edith Blvd	I-25	Build Bike Lanes & Trail	BP	City of Albuquerque	$3,539,250
584.1	Eubank Boulevard Bear Arroyo Trail Overcrossing	Eubank Blvd at Bear Arroyo Trail		Construct Overcrossing for Trail	BP	City of Albuquerque	$3,000,000
592.1	Singer Boulevard Bike Lanes	Chappel Dr	Jefferson St	Build Bike Lanes.	BP	City of Albuquerque	$825,000
592.2	Jefferson Street Bike Lanes	Singer Blvd	Paseo del Norte	Construct Bike Lanes	BP	City of Albuquerque	$3,930,300
801.8	Albuquerque City - Walkable Streets	Two segement of two streets, t.b.d.		Implement design concepts (fr Great Streets Facility Plan)	BP	City of Albuquerque	$2,090,000
804.0	Constitution Avenue Bike Lanes	Stanford Dr	San Pedro Blvd	Build Bike Lanes	BP	City of Albuquerque	$2,310,000
805.0	North Pino Arroyo Bike Trail	North Diversion Channel Trail	Tiburon Street	Construct Bike Trail	BP	City of Albuquerque	$519,750

PIN	Project Title	From	To	Project Description	Project Type	Lead Agency	Total Est. Project Cost
806.0	Wyoming Boulevard Bike Trail Overcrossing at Bear Arroyo	Wyoming Blvd at Bear Arroyo		Construct Overcrossing	BP	City of Albuquerque	$3,000,000
807.0	Eubank Boulevard Bike Lanes	Southern Blvd	Central Ave	Implement bike lanes	BP	City of Albuquerque	$561,000
808.0	San Mateo - Osuna Road Overcrossing & Trail	I-25	Arroy del Oso Golf Course	Construct Overcrossing & Trail along Bear Canyon Arroyo	BP	City of Albuquerque	$9,000,000
809.0	Candelaria Road Bike Lanes	Rio Grande Blvd	I-25	Construct Bike Lanes	BP	City of Albuquerque	$4,620,000
811.0	8th Street Bike Lanes	Ave de Cesar Chavez	Lead Ave	Build Bike Lanes	BP	City of Albuquerque	$1,419,000
812.0	Amale Arroyo del Norte Bike Trail	Sage Road	San Ygnacio Rd	Construct Bike Trail	BP	City of Albuquerque	$330,000
814.0	Menaul Boulevard Bike Lanes, Stage I	Tramway Blvd	Monte Largo Dr	Implement Bike Lanes	BP	City of Albuquerque	$825,000
814.1	Menaul Boulevard Bike Lanes, Stage II	Morris St	Tramway Blvd	Build Bike Lanes	BP	City of Albuquerque	$2,541,000
845.0	10th Street Bike Lanes	Lead Ave	Marquette Ave	Implement Bike Lanes	BP	City of Albuquerque	$742,500
847.0	Juan Tablo Boulevard Bear Arroyo Trail Overcrossing	Juan Tabo Blvd at Bear Arroyo Trail		Construct Overcrossing for Trail	BP	City of Albuquerque	$4,500,000
848.0	Osuna Road North Diversion Channel Trail Overcrossing	Osuan Rd at N. Diversion Ch. Trail		Construct Overcrossing for Trail	BP	City of Albuquerque	$4,500,000
849.0	Osuna Road Bike Lanes/Trail	2nd St	Vista del Norte	Build Bike Lanes/Trail.	BP	City of Albuquerque	$3,069,000
850.0	Avenida Cesar Chavez Bike Lanes	Broadway	Yale Blvd	Build Bike Lanes	BP	City of Albuquerque	$2,310,000
851.0	2nd Street Bike Lanes & Trail	Matthew Ave	Osuna Rd	Build Bike Lanes & Trail	BP	City of Albuquerque	$6,311,250
852.0	Eubank Boulevard Bike Lanes (NE)	Osuna Rd	Academy Blvd	Build Bike Lanes	BP	City of Albuquerque	$2,310,000
853.0	Spain Road Bike Lanes	Juan Tabo Blvd	Tramway Blvd	Build Bike Lanes	BP	City of Albuquerque	$1,881,000
854.0	University Boulevard Bike Lanes	Avenida Cesar Chavez	Lomas Blvd	Build Bike Lanes	BP	City of Albuquerque	$2,640,000
855.0	Golf Course Road Bike Lanes, Stage I	Taylor Ranch Road	Paseo del Norte	Build Bike Lanes	BP	City of Albuquerque	$2,640,000
855.1	Golf Course Road Bike Lanes, Stage II	Paseo del Norte	Paradise Blvd	Build Bike Lanes	BP	City of Albuquerque	$1,204,500
856.0	Piedras Marcada Arroyo Bike Trail	Paseo del Norte	Dam	Construct Bike Trail	BP	City of Albuquerque	$511,500
858.0	Ladera Drive Bike Lanes	Unser Blvd	Ouray Road	Build Bike Lanes	BP	City of Albuquerque	$1,732,500

PIN	Project Title	From	To	Project Description	Project Type	Lead Agency	Total Est. Project Cost
859.0	Morris Street Bike Lanes	Lomas Blvd	Menaul Blvd	Build Bike Lanes	BP	City of Albuquerque	$2,475,000
860.0	Fortuna Road Bike Lanes/Trail	NM 345, Unser Blvd	NM 45, Coors Blvd	Build Bike Lanes/Trail	BP	City of Albuquerque	$2,326,500
861.0	Calabacillas Arroyo Bike Trail	Golf Course Road	Rio Grande	Construct Bike Trail	BP	City of Albuquerque	$1,526,250
10.0	Leon Grande Sidewalks	NM 528	Villa Verde Dr	Construct pedestrian facility.	BP	City of Rio Rancho	$666,667
426.0	Lisbon Avenue Sidewalk Project Phase II	Southern Blvd	Tarpon Avenue	Construct Sidewalks	BP	City of Rio Rancho	$440,000
602.1	Saratoga Drive Sidewalks	Rockaway Blvd	Northern Blvd	Construct Sidewalks	BP	City of Rio Rancho	$1,327,500
820.0	Bosque Trail Bike Path (Rio Rancho)	NM 448, Corrales Rd	City limits at Town of Bernalillo	Construct Bike Trail/Path	BP	City of Rio Rancho	$2,904,000
839.0	Baranca Arroyo Trail	Unser Blvd	NM 528	Construct Bike Trail	BP	City of Rio Rancho	$5,849,250
840.0	Montoyas Arroyo Trail	Unser Blvd	NM 528	Construct Bike Trail	BP	City of Rio Rancho	$3,630,000
841.0	Venado Arroyo Trail	Unser Blvd	Utility Easement	Construct Bike Trail	BP	City of Rio Rancho	$3,828,000
842.0	Utility Easement Trail	County Line	Paseo del Volcan	Construct Bike Trail	BP	City of Rio Rancho	$6,839,250
863.0	Baltic Avenue Sidewalks	Southern Blvd	Pecos Loop	Construct Sidewalks	BP	City of Rio Rancho	$787,500
406.1	Double Eagle II/Paseo del Volcan Trail & Bike Lanes	Sen. Dennis Chavez Blvd.	City Limits near Petroglyph Nat. Mon.	Construct Hard-Surface Trail to Connect proposed trails.	BP	County of Bernalillo	$13,800,000
476.2	Gibson Boulevard West Bike Trail	Paseo del Volcan	western Albuquerque City Limits	Construct Bike Trail. (Bike lanes if road is built)	BP	County of Bernalillo	$1,608,750
498.4	Unser Boulevard Extension (SW ABQ) Southern Section - Bike Trail	Pajarito Rd	Gun Club Rd	Build Bike Trail. Lanes to be built if/when road is built - not incl. in cost est.	BP	County of Bernalillo	$1,072,500
511.1	Isleta Boulevard (NM 314) Bike Lanes/Trail	Isleta Pueblo Boundary	Rio Bravo Blvd	Build Bike Lanes/Trail	BP	County of Bernalillo	$13,810,500
542.0	Pajarito Road Bike Trail/Lanes	118th Street	Isleta Drainage Channel	Construct Bike Trail/Lanes	BP	County of Bernalillo	$5,346,000
832.0	Tijeras Arroyo Bike & Pedestrian Trail, Stage II	South Diversion Channel	University Blvd	Construct Bike/Pedestrian Trail	BP	County of Bernalillo	$1,800,000
833.0	Alameda Boulevard Bike & Pedestrian Trail	4th St	North Diversion Channel	Construct Bike & Pedestrain Trail	BP	County of Bernalillo	$2,350,000
834.0	Paradise Boulevard Feasibility Study & Trail	City Limits west of La Paz	Golf Course Rd	Complete feasibility study and Construct trail to connect existing trails.	BP	County of Bernalillo	$950,000
835.0	Paseo del Norte (NE) Bike Trail	Tennyson St	Tramway Blvd	Construct Trail to connect existing trails.	BP	County of Bernalillo	$460,000

PIN	Project Title	From	To	Project Description	Project Type	Lead Agency	Total Est. Project Cost
836.0	Frost Road Bike Trail	NM 14	Valle Hermosa Rd	Construct Hard-Surface Trail to connect existing trails and bike lanes.	BP	County of Bernalillo	$5,500,000
837.0	Mountain Valley Road Shoulder Improvements	I-40	section with existing shoulders	Improve & Widen Shoulders to accommodate bicycles and improve safety	BP	County of Bernalillo	$250,000
838.0	Gun Club Road Bike Lanes/Trail, Stage I	118th St	NM 314, Isleta Blvd	Build Bike Lanes/Trail	BP	County of Bernalillo	$9,058,500
838.1	Gun Club Road Bike Trail/Lanes, Stage II	Paseo del Volcan	118th St	Build Bike Lanes/Trail	BP	County of Bernalillo	$5,742,000
843.0	Griegos Lateral Trail Crossing	Greigos Lateral crosses Griegos Drain	near Anderson Field	Construct Multi-Use Bridge	BP	County of Bernalillo	$600,000
844.0	North Valley Demonstration Project (Alameda Drain)	Griegos Rd	Chavez Ave/Osuna Rd	Construct Bike Trail	BP	County of Bernalillo	$874,500
846.0	Raymac Road Bike Trail/Lanes	Paseo del Volcan	Isleta Drainage Channel	Construct Bike Trail/Lanes	BP	County of Bernalillo	$10,147,500
800.0	AMPA Wide Minor Bike Lane & Bike Route Projects	AMPA Wide	Selected locations t.b.d. by municipalities	Provide bike lanes/routes on roadways as part of a repaving/restriping project or stand-alone minor project.	BP	MRCOG	$5,250,000
819.0	Albuquerque Main Canal Bike Trail (Bernalillo)	Southern Town Boundary	US 550	Construct Bike Trail	BP	Town of Bernalillo	$899,250
822.0	Sheriff's Posse Road Bike Trail	Arroyo Venada	US 550	Construct Bike Trail	BP	Town of Bernalillo	$1,155,000
823.0	Rotary Park Bike Trail (Bernalillo)	Maria Elena Rd	Malinche Court	Construct Bike Trail	BP	Town of Bernalillo	$346,500
824.0	Camino del Pueblo North Bike Lanes	US 550	Northern Bernalillo Town Bdry	Build Bike Lanes	BP	Town of Bernalillo	$907,500
870.0	AMPA Wide Pedestrian Projects	AMPA Wide		Construct minor pedestrian projects such as: ped. Crossings, kiosks, bulb-outs, benches and other amenities	BP	Various/Joint Effort	$6,250,000
862.0	Corrales Road Bike & Ped Pathway	Meadowlark Lane	Old Church Rd	Construct Bicycle & Pedestrian Pathway	BP	Village of Corrales	$990,000
537.1	Morris Road Bike Lanes	Western Village Bdry	Los Lentes Rd	Build Bike Lanes	BP	Village of Los Lunas	$1,303,500
825.0	NM 314 Bike Lanes	Morris Road	NM 6	Build Bike Lanes	BP	Village of Los Lunas	$2,359,500
826.0	Carson Drive Bike Lanes	Castillo Street	NM 6	Build Bike Lanes	BP	Village of Los Lunas	$2,095,500
827.0	Camelot Boulevard Bike Lanes	Southern Village Bdry	NM 6	Build Bike Lanes	BP	Village of Los Lunas	$1,765,500
828.0	Los Lentes Road Bike Lanes	Morris Rd	Castillo Street	Buiild Bike Lanes	BP	Village of Los Lunas	$412,500
829.0	Castillo Street Bike Lanes	Los Lentes Road	Carson Drive	Build Bike Lanes	BP	Village of Los Lunas	$231,000

PIN	Project Title	From	To	Project Description	Project Type	Lead Agency	Total Est. Project Cost
830.0	Huning Lateral Multi-Use Trail	Southern Village Bdry	Northern Village Bdry	Construct Unpaved Trail	BP	Village of Los Lunas	$3,300,000
831.0	Sun Ranch Village Road Bike Lanes	Bachelors Street	NM 6	Build Bike Lanes	BP	Village of Los Lunas	$1,254,000
816.0	Rio Grande Boulevard Bike Trail	Montano Road	Ortega Rd	Construct Bike Trail	BP	Village of Los Ranchos de Albuquerque	$2,846,250
368.0	McMahon Boulevard Extension	Universe Blvd	Unser Blvd	Construct New 4 lane Roadway. Includes #368.5	Capacity	City of Albuquerque	$3,312,266
394.0	University Boulevard Extension to MdS	Rio Bravo Blvd	Mesa del Sol	Construct New 4 lane divided facility	Capacity	City of Albuquerque	$10,346,442
406.0	Double Eagle II Road (PdV) Rehabilitation	Central Avenue	South boundary of DE II Airport	Reconstruct and Widen from 2-lanes to 4-lanes divided highway	Capacity	City of Albuquerque	$14,964,200
434.0	2nd Street Corridor	I-40	Montano Rd	Widen from 4 to 6 lanes, divided.	Capacity	City of Albuquerque	$9,971,700
438.0	Osuna Road Widening	Vista del Norte	Jefferson Street	Widen from 4 to 6 lanes, divided. Includes bike lanes proj #438.1	Capacity	City of Albuquerque	$13,843,125
439.0	Irving Boulevard Widening	Unser Blvd	Rio Los Pinos Dr	Widen from 2 to 4 lanes, divided; includes bike lanes proj #439.1	Capacity	City of Albuquerque	$3,473,008
457.0	Montano Road Widening (City)	Edith Blvd	I-25	Widen from 4 to 6 lanes	Capacity	City of Albuquerque	$2,500,000
467.0	Unser Boulevard Improvements (NW ABQ)	Bandelier Dr	Bernalillo-Sandoval County Line	Reconstruct & Widen Roadway from 2 to 4 lanes	Capacity	City of Albuquerque	$6,800,625
468.0	Paseo del Norte Extension (Eastern Section)	Kimmick Dr	Golf Course Rd	Construct New 4 lane Roadway	Capacity	City of Albuquerque	$11,082,500
469.0	Paseo del Norte Extension (Western Section)	Universe Blvd	Kimmick Dr	Construct New 2 lane Roadway as Stage I	Capacity	City of Albuquerque	$9,485,000
472.0	Montano Road Expansion	Coors Blvd	4th Street	Widen from 2 to 4 GP lanes (re-striping)	Capacity	City of Albuquerque	$20,000
478.2	Unser Boulevard Improvements (SW ABQ)	Southern City Limits (S of S D Chavez)	Central Ave	Widen from 2 to 4 lanes those portions not 4 lanes; includes proj #478.3	Capacity	City of Albuquerque	$3,500,000
515.2	Lead Ave & Coal Ave Lane Reduction	I-25	Washington St	Reduce Lanes, move curb, gutter, sidewalk, drainage inlets, etc. Add bike lanes (proj #515.3)	Capacity	City of Albuquerque	$38,000,000
533.0	Irving Boulevard Reconstruction & Widening (C)	La Paz Dr	Unser Blvd	Reconstruct & Widen from 2 to 4 lanes, includes Bike Lanes	Capacity	City of Albuquerque	$6,937,500
578.0	Alameda Boulevard Widening	Edith Blvd	I-25	Widen from 4 to 6 lanes	Capacity	City of Albuquerque	$4,070,000
581.0	Channel Road Construction	Osuna Blvd	Alameda Blvd	Construct New 2 lane Roadway with east-west connection	Capacity	City of Albuquerque	$9,460,000
584.0	Eubank Boulevard Widening	Montgomery Blvd	Juan Tabo Blvd	Widen from 4 to 6 Lanes	Capacity	City of Albuquerque	$17,570,000
585.1	Wyoming Boulevard Widening (Northside)	Academy Blvd	Paseo del Norte	Widen from 4 to 6 lanes.	Capacity	City of Albuquerque	$7,000,000

PIN	Project Title	From	To	Project Description	Project Type	Lead Agency	Total Est. Project Cost
592.0	Singer Boulevard Bridge Widening	Bridge over North Diversion Channel		Construct new 2 lane bridge to make total of 4 lanes.	Capacity	City of Albuquerque	$4,000,000
629.0	Paradise Boulevard Widening	La Paz Drive	Justin Drive	Widen from 2 to 4 lanes	Capacity	City of Albuquerque	$7,782,500
347.0	Northern Boulevard Expansion	Acorn Loop	34th Street	Widen from 2 to 4 lanes divided. Add bike lanes (incl. proj #347.1)	Capacity	City of Rio Rancho	$4,310,627
353.0	Southern Boulevard Expansion	Idalia Road	15th Street	Reconstruct & Widen to 4 lane road	Capacity	City of Rio Rancho	$11,279,000
381.0	Unser Boulevard Widening Lower Section	Abrazo Road	Farol Road	Reconstruct & Widen from 2 to 4 lanes. Add bike lanes (proj #381.5)	Capacity	City of Rio Rancho	$7,200,000
381.1	Unser Boulevard Widening Middle Section	Farol Road	Progress Blvd	Reconstruct & Widen from 2 to 4 lanes, divided. Add bike lanes (proj #381.4)	Capacity	City of Rio Rancho	$10,350,000
381.2	Unser Boulevard Widening Upper Section	Progress Blvd	US 550	Reconstruct & Widen from 2 to 4 lanes. Add bike lanes (proj #381.3)	Capacity	City of Rio Rancho	$63,168,000
418.0	Paseo del Volcan (Northern Section) Stage I	Unser Blvd	Iris Rd	Construct New 2 lane Roadway	Capacity	City of Rio Rancho	$3,976,000
418.1	Paseo del Volcan (Northern Section) Stage II	Iris Road	US 550	Construct New 2 lane Roadway	Capacity	City of Rio Rancho	$20,250,000
489.0	Rainbow Boulevard Extension (Rio Rancho)	Northern Blvd	King Blvd	Construct New 2 lanes; includes Bike Lanes (proj 489.1)	Capacity	City of Rio Rancho	$33,275,000
490.0	30th Street Extension (Broadmoor Dr) - Southern Section	Idalia Rd	Paseo del Volcan	Construct New 2 lane Roadway	Capacity	City of Rio Rancho	$5,676,000
507.0	Chayote Road Extension	Paseo del Volcan	Enchanted Hills Blvd	Construct New 2 lane Roadway; includes Bike Lanes (proj 507.1)	Capacity	City of Rio Rancho	$10,412,500
536.0	40th Street Extension (Stage II)	Idalia Road	Paseo del Volcan	Construct New 2 lane Roadway	Capacity	City of Rio Rancho	$5,848,000
582.0	Chayote Road Extension	Idalia Road	Paseo del Volcan	Construct New 2 lane roadway	Capacity	City of Rio Rancho	$4,945,000
600.2	Progress Boulevard (Western Section)	Rainbow Blvd	Unser Blvd	Construct New 2 lane Roadway, include Bike Route (proj #600.1)	Capacity	City of Rio Rancho	$11,567,000
614.0	Iris Road Reconstruction & Widening	Idalia Road	Paseo del Volcan	Reconstruct & Widen from 2 to 3 lanes	Capacity	City of Rio Rancho	$2,737,000
15.0	Isleta Boulevard Improvements Stage I	Arenal Blvd	Bridge Blvd	Reconstruct & Widen to 3-lanes divided with center left turn lane.	Capacity	County of Bernalillo	$8,985,253
15.1	Isleta Boulevard Improvements Stage II	NM 500, Rio Bravo Blvd	Arenal Blvd	Reconstruct Intersections, includes bicycle, pedestrain & safety improvements.	Capacity	County of Bernalillo	$19,880,000
457.1	Montano Road Reconstruction (County)	Railroad Tracks	Edith Blvd	Reconstruct & Widen from 4 to 6 lanes	Capacity	County of Bernalillo	$3,418,750
509.0	Unser Boulevard Improvements (NW ABQ)	Paradise Blvd	Irving Blvd	Reconstruct & Widen from 2 to 4 lanes	Capacity	County of Bernalillo	$4,500,000
510.0	Edith Boulevard Reconstruction & Widening	Candelaria Rd	Montano Rd	Reconstruct & Widen from 2 to 5 lanes	Capacity	County of Bernalillo	$9,050,000

PIN	Project Title	From	To	Project Description	Project Type	Lead Agency	Total Est. Project Cost
538.0	Eubank Boulevard Improvements (North End)	San Antonio Dr/Academy Blvd	Paseo del Norte	Reconstruct & Widen from 2 to 4 lanes	Capacity	County of Bernalillo	$20,800,000
539.0	El Pueblo Road	2nd Street	Edith Blvd.	Reconstruct from 2 to 4 lanes & Safety improvements	Capacity	County of Bernalillo	$4,560,000
550.0	2nd Street Improvements (South Valley)	Prosperity Avenue	Rio Bravo Blvd.	Reconstruct & Widen from 2 to 4 lanes & Intersection Improvements	Capacity	County of Bernalillo	$6,460,000
70.0	Paseo del Volcan ROW Acquisition	Southern Blvd	US 550	Acquire Right-of-Way	Capacity	NMDOT	$10,000,000
408.0	I-25, Tramway Rd to Bernalillo (Reconstruction & Widening)	Tramway Road	South Bernalillo Interchange, Exit 240	Reconstruct & Widen from 4 to 6 lanes	Capacity	NMDOT	$38,770,403
408.1	I-25, Bernalillo to US 550	NM 473, Interchange Exit #240	US 550	Reconstruction & Widening	Capacity	NMDOT	$23,000,000
412.0	I-40, San Mateo to Pennsylvania	San Mateo Blvd	Pennslyvania St	Reconstruct, Widen & Add one lane in each direction	Capacity	NMDOT	$22,328,700
418.2	Paseo del Volcan West Construction	I-40	Unser Blvd.	Construct 2 lane Roadway, Interchange at I-40 & Bike Lanes.	Capacity	NMDOT	$160,590,005
419.0	I-25 Frontage Road Northbound Side	Sunport Blvd, Exit 221	Gibson Blvd, Exit 222	Construction of Frontage Road on Northbound side	Capacity	NMDOT	$2,000,000
441.0	I-25 Widening (Southside)	Rio Bravo Blvd	Gibson Blvd	Reconstruct & Widen from 4 to 6 lanes	Capacity	NMDOT	$11,660,029
448.3	I-25 Widening Isleta Boulevard to MLK	Exit 213 Isleta Blvd Interchange	Dr. Martin Luther King Jr Blvd	Widen from 6 to 8 lanes (To be studied in I-25 Southern Corridor Study)	Capacity	NMDOT	$416,960,000
448.4	I-25 Improvements Los Lunas to Isleta Boulevard	NM 6 in Los Lunas	Isleta Blvd	Various improvements t.b.d. Cost est if for reconstruction & widening.	Capacity	NMDOT	$210,850,000
454.0	I-25 & Mesa del Sol Interchange	I-25 New Exit	Mesa del Sol Interchange	Construct New Interchange	Capacity	NMDOT	$22,000,000
471.0	Coors Boulevard Northbound Lane Addition	S.I.P.I.	Coors Bypass	Build an Additional Northbound lane	Capacity	NMDOT	$2,835,500
493.0	NM 528 Rio Rancho Blvd Reconstruction & Widening (C)	Southern Blvd	Northern Blvd	Reconstruct & Widen from 4 to 6 lanes	Capacity	NMDOT	$26,160,000
493.1	NM 528 Rio Rancho Blvd Reconstruction & Widening (D)	Northern Blvd	US 550	Reconstruct to 6 lanes	Capacity	NMDOT	$73,489,999
562.0	I-25 Expansion I-40 to Paseo del Norte	I-40	Paseo del Norte	Reconstruct from 3 to 4 Lanes & Add Auxiliary lane. Also see project #446-Northern Corr. Study.	Capacity	NMDOT	$86,265,000
623.0	I-25 Frontage Road Construction (West Side)	North Belen Interchange NM 109 (Exit 195)	Los Lunas Interchange NM 6 (Exit 203)	Construct a New two-way Frontage Road on the west side of I-25	Capacity	NMDOT	$30,263,400
624.1	I-25 Frontage Road Construction (East Side)	North Belen Interchange NM 109 (Exit 195)	Los Lunas Interchange NM 6 (Exit 203)	Construct a New two-way Frontage Road on the east side of I-25	Capacity	NMDOT	$30,263,400
625.0	NM 6 Widening	approx. 4 miles west of I-25	I-25 & NM 6 Interchange	Widen Roadway, Add 2 lanes	Capacity	NMDOT	$23,823,800
626.0	Los Lunas New Interchange & Roadway (North Side)	I-25	NM 314	Construct New Interchange at I-25 and New 4 lane Roadway eastward to NM 314. Proposed project is just south of Isleta Pueblo Boundary.	Capacity	NMDOT	$38,076,000
425.1	Roy Avenue Improvements (East Sect.)	Mile Marker #1.26	I-25 Interchange	Reconstruct & Widen from 2 to 4 lanes	Capacity	Pueblo of Sandia	$2,082,000

PIN	Project Title	From	To	Project Description	Project Type	Lead Agency	Total Est. Project Cost
425.2	Roy Avenue Improvements (West Sect.)	NM 313, 4th Street	Mile Marker #1.26	Reconstruct & Widen from 2 to 4 lanes	Capacity	Pueblo of Sandia	$6,482,800
619.0	Bernalillo Railrunner Station Entrance Road	NM 313, Camino del Pueblo	Railrunner Station	Construct (incl Design) new 2 lane roadway, gutters, sidewalks, etc.	Capacity	Town of Bernalillo	$628,000
437.0	Sunport Boulevard Extension	Broadway	I-25 Exit 221	Construct New 4 lane divided facility	Capacity	Various/Joint Effort	$4,212,500
537.0	I-25 New Interchange, Arterial & River Crossing (Los Lunas Area)	I-25 (New Interchange) Los Lunas Area	NM 47	Build New Bridge over River, Build New I-25 Interchange. Project is partially or majority in AMPA depending on final alignment.	Capacity	Village of Los Lunas	$25,016,000
4.1	4th Street Improvements Stage II	Shulte Road	Alameda Blvd	Reconstruct to 3 lanes. Add bike lanes (proj #4.2) NOTE: Project may need to split at Ortega Road.	Capacity	Village of Los Ranchos de Albuquerque	$12,870,000
369.0	2nd Street & Montano Road Intersection Improvements	2nd Street & Montano Road Intersection		Intersection Improvements	H&B Pr	City of Albuquerque	$2,982,000
456.0	Coors Boulevard & Quail Road Intersection	Coors Blvd at Quail Road		Reconstruct Intersection with Grade Separation	H&B Pr	City of Albuquerque	$19,500,000
466.0	Unser Boulevard Reconstruction	Dellyne Ave	Montano Rd	Reconstruct Roadway; includes Bile Lanes & Trail proj #466.1	H&B Pr	City of Albuquerque	$4,991,250
593.0	Central Avenue & Juan Tabo Blvd Intersection Improvements	Central at Juan Tabo		Reconstruct Intersection and Improve Safety. Add turn lanes & improvements on Juan Tabo to Southern Blvd.	H&B Pr	City of Albuquerque	$5,000,000
613.0	Idalia Road Reconstruction (NE End)	Iris Road	NM 528	Reconstruct Roadway. 2 lanes with shoulders and geometric improvements. Includes Bike Lanes (proj 613.1)	H&B Pr	City of Rio Rancho	$12,177,000
613.2	Idalia Road Reconstruction	40th Street	Iris Road	Reconstruct Highway and Build Bike Lanes	H&B Pr	City of Rio Rancho	$10,197,000
491.0	Arenal Road Reconstruction	Coors Blvd	Tapia Blvd	Reconstruct Roadway	H&B Pr	County of Bernalillo	$5,940,000
511.0	Isleta Boulevard (NM 314) Intersection Improvements	Isleta Pueblo Boundary	Rio Bravo Blvd	Intersection Improvements and Safety Improvements	H&B Pr	County of Bernalillo	$4,260,000
512.0	Alameda Boulevard Reconstruction	Ventura Blvd	Eubank Blvd	Reconstruct 2 lane Roadway and Bike Lanes & Trail	H&B Pr	County of Bernalillo	$5,950,000
512.1	Eubank Boulevard Reconstruction	Paseo del Norte	Alameda Blvd	Recsontruct 2 lane Roadway and Bike Lanes & Trail	H&B Pr	County of Bernalillo	$4,742,500
670.0	AMPA Wide Maintenance and Rehabilitation Projects	AMPA Wide	Specific projects t.b.d. by municipalities	Highway maintenance rehabiltation projects as necessary @ $1,000,000 per year	H&B Pr	MRCOG	$25,000,000
51.0	I-40 Louisiana Boulevard Interchange Reconstruction	I-40 at Louisiana Blvd Exit 162 A&B		Reconstruct Interchange. Bike/ped Tunnel & ICE Plan implmentation included	H&B Pr	NMDOT	$17,000,000
400.0	I-40 & Coors Boulevard Interchange Reconstruction	I-40 Exit 155 at Coors Blvd		Reconstruct Interchange	H&B Pr	NMDOT	$90,000,000
401.0	I-40 & West Central Interchange Reconstuction	I-40 Exit 149 at West Central Avenue		Reconstruct interchange	H&B Pr	NMDOT	$23,108,650
410.0	I-40, San Mateo Interchange	Carlisle Blvd	San Mateo Blvd	Reconstruct Interchange and Reconstruct I-40 from Carlisle Blvd to San Mateo Blvd	H&B Pr	NMDOT	$24,443,588

PIN	Project Title	From	To	Project Description	Project Type	Lead Agency	Total Est. Project Cost
411.0	I-40, Washington St Bridge	Washington Street Bridge over I-40		Reconstruct Bridge & Grade Separation at Washington Street	H&B Pr	NMDOT	$4,829,447
413.0	I-40, Carnuel to Tijeras	Carnuel (MP 173)	Tijeras Interchange	Reconstruct Highway	H&B Pr	NMDOT	$28,643,792
413.1	I-40, Tijeras to Zuzax	Tijeras interchange	Zuzax interchange	Reconstruct Highway	H&B Pr	NMDOT	$12,250,455
413.2	I-40, Zuzax to Sedillo	Zuzax interchange	Sedillo (MP 180.5)	Reconstruct Highway	H&B Pr	NMDOT	$22,500,000
414.0	I-40, 98th Street to Coors Boulevard	98th Street Exit 153	Coors Blvd Exit 155	Reconstruct & Add Auxiliary Lanes and Westbound Climbing Lane.	H&B Pr	NMDOT	$15,700,000
414.2	I-40, West Central to 98th Street	Central Ave Exit 149	98th Street Exit 153	Reconstruct & Add Auxiliary Lanes and Westbound Climbing Lane.	H&B Pr	NMDOT	$11,750,000
416.0	Coors Boulevard Intersection Improvements	Three Intersections at	Gun Club, Arenal, & Pajarito	Reconstruct Intersections and safety improvements	H&B Pr	NMDOT	$6,480,000
416.1	Coors Boulevard: Isleta Pueblo to Rio Bravo	Isleta Pueblo	Rio Bravo Blvd	Reconstruct Roadway	H&B Pr	NMDOT	$9,640,000
416.2	Coors Boulevard: Rio Bravo to Old Coors	Rio Bravo Blvd	Old Coors Blvd	Reconstruct Roadway	H&B Pr	NMDOT	$7,580,000
420.2	I-40 Rio Puerco Ramp Modifications	Rio Puerco Interchange Exit 140		Construct ramp modifications	H&B Pr	NMDOT	$4,421,575
420.3	I-40 Eastbound Bridge over Rio Puerco	I-40 Eastbound over Rio Puerco		Bridge Rehab & Deck Replacement	H&B Pr	NMDOT	$5,696,142
424.0	Bridge Rehab/Repl Program	District 3 Wide		Rehabilitate and/or Replace THREE Federal -Aid Bridges	H&B Pr	NMDOT	$11,953,470
424.1	NM 314 over BNSF RR Bridge Deck Replacement	NM 314 bridge over BNSF RR		Replace Bridge Deck	H&B Pr	NMDOT	$2,400,000
424.2	NM 556/313 bridge over North Diversion Channel	NM 556/313 over North Diversion Channel		Bridge Rehabilitation & Deck Replacement	H&B Pr	NMDOT	$2,700,000
424.3	NM 500 Rio Bravo Boulevard, Eastbound Bridge Deck Replacement	NM 500 over Rio Grande		Rehabilitate Bridge	H&B Pr	NMDOT	$3,848,071
424.4	NM 314 bridge over Highline Canal	NM 314 over Highline Canal		Replace Bridge	H&B Pr	NMDOT	$1,848,071
442.0	I-25 & Paseo del Norte Interchange	I-25 Exit 232 at NM 423 Paseo del Norte		Reconstruct Interchange. Includes I-25 from Osuna to Alameda & PdN from 2nd to San Pedro	H&B Pr	NMDOT	$220,000,000
444.0	I-40 Bernalillo County East End (MP 182-184)	NM 217	Bernalillo-Santa Fe County Line	Reconstruct Highway	H&B Pr	NMDOT	$2,840,000
447.0	I-25 & US 550 Interchange	I-25 Exit 242 at US 550		Reconstruct Interchange	H&B Pr	NMDOT	$17,972,035
448.2	I-25 Rio Bravo Interchange	I-25 Exit 220 at NM 550, Rio Bravo Blvd		Reconstruct Interchange (included in I-25 Southern Corridor Study)	H&B Pr	NMDOT	$28,500,000
449.0	I-40 Rehabilitation & Reconstruction (West Side)	Rio Puerco	W. Central Ave, Exit 149	Rehabilitate & Reconstruct Roadway (portions rehab, portions reconst).	H&B Pr	NMDOT	$24,190,000
450.0	I-25 & I-40, Interstate Frontage Road Preservation	AMPA Wide		Rehabiliate Frontage Roads	H&B Pr	NMDOT	$7,256,554
615.0	I-40 Drainage Channel Reconstruction	San Mateo Blvd	Eubank Blvd	Reconstruct Drainage Channel	H&B Pr	NMDOT	$62,000,000
627.0	I-25 Interchange Reconstruction (Los Lunas)	Exit 203, Los Lunas Interchange		Reconstruct Interchange	H&B Pr	NMDOT	$28,500,000

PIN	Project Title	From	To	Project Description	Project Type	Lead Agency	Total Est. Project Cost
651.0	District 3 Wide Pavement Preservation	AMPS Wide and District 3 Wide		Pavement Preservation on various roadways to be selected.	H&B Pr	NMDOT	$2,000,000
653.0	AMPA Wide Intersection Improvements	various intersections	AMPA Wide	Intersection improvements @ $700,000 per year	H&B Pr	NMDOT	$87,500,000
420.4	I-40, Route 66 Casino Ramps & Access Road Improvements	vicinity of I-40 Rio Puerco Interchange		Road Improvements	H&B Pr	Pueblo of Laguna	$2,500,000
425.0	NM 313 & NM 556 Intersection Improvements	NM 313 & NM 556, Roy Ave		Intersection Improvements	H&B Pr	Pueblo of Sandia	$979,635
659.0	Santa Ana Pueblo Road Improvements	various roads in Santa Ana Pueblo	roads are in AMPA portion of pueblo	Rehabilitate roadways.	H&B Pr	Pueblo of Santa Ana	$1,760,000
617.0	Camino Don Tomas	Calle Don Francisco	US 550	Reconstruct 2 lanes & Add/Improve Sidewalks	H&B Pr	Town of Bernalillo	$842,350
618.0	South Hill Road	NM 473	US 550	Reconstruct 2 lanes & Add/Improve Sidewalks	H&B Pr	Town of Bernalillo	$437,152
657.0	Corrales Access "A" Intersection	NM 528	Northern Blvd	Construct full intersection from NM 528 & Northern Blvd to Don Julio Road	H&B Pr	Village of Corrales	$1,000,000
628.0	NM 314 Reconstruction in Los Lunas	NM 6, Main St	Northern Village/Pueblo Boundary	Reconstruct Roadway	H&B Pr	Village of Los Lunas	$12,837,000
653.1	NM 6 Los Lunas Intersection Improvements	various locations in Los Lunas		Construct intersection improvements. NM 6 at: Desert Willow, Emilio Lopez, Los Cerritos, Los Lentes-in Design, NM263, NM47-Done, NM 314-in Design.	H&B Pr	Village of Los Lunas	$3,635,000
4.0	4th Street Improvements Stage I	Camino Espanol	Shulte Road	Reconstruction	H&B Pr	Village of Los Ranchos de Albuquerque	$4,970,000
40.0	ITS - Albuquerque Traffic Management System	Albuquerque City Wide		Replace traffic signal controllers, communications, camera monitoring, other ITS	ITS-TSM	City of Albuquerque	$14,332,864
384.0	AMPA Wide Transportation Surveillance Program	AMPA-wide		Traffic Data Collection for NM Traff. Mon. Sys., HPMS-Hwy. Perf. Mon. Sys., GIS, Traff. Flow data & model devel.	ITS-TSM	MRCOG	$1,452,620
48.0	ITS - District 3 ITS Deployment	I-25 & I-40	AMPA Wide	Implement ITS Improvements	ITS-TSM	NMDOT	$19,536,517
443.0	US 550 Signal Interconnection	I-25	NM 528	Install Signal Interconnection	ITS-TSM	NMDOT	$643,727
563.0	AMPA Wide Incident Management System	AMPA Wide		Implement system to manage highway incidents	ITS-TSM	NMDOT	$75,000,000
568.0	AMPA Wide Motorist Assistance Courtesy Patrols	AMPA Wide		Expand courtesy patrols (H.E.L.P. vehicles)	ITS-TSM	NMDOT	$5,585,563
372.0	I-40 Albuquerque Eastern Gateway	Tramway Blvd Exit 167	Carnuel Interchange Exit 170	Construct visitor center, bike/ped bridge, public art, xeriscaping	Misc	City of Albuquerque	$120,000
373.0	I-40 Albuquerque Western Gateway	Central Ave (Old Rt 66) Exit 149	118th Street Exit	Construct visitor center, bike/ped bridge, public art, xeriscaping	Misc	City of Albuquerque	$133,330
379.0	Route 66 Museum & Visitor Center	Central Avenue at Washington Street		Rehabilitate DeAnza Motel to create Route 66 Heritage Center	Misc	City of Albuquerque	$324,000

PIN	Project Title	From	To	Project Description	Project Type	Lead Agency	Total Est. Project Cost
616.0	Coors Corridor Study	Bridge Blvd	NM 528	Identify Transportation Management strategies to implement in upcoming years	Misc	City of Albuquerque	$800,000
652.1	I-25 & I-40: Big "I" Landscaping	I-25 & I-40 Interchange		Landscaping throughout Big "I" Interchange	Misc	City of Albuquerque	$5,000,000
655.0	Unser Boulevard & Central Avenue Intersection Reconstruction	Unser Blvd fr Bridge Bl to Bluewater Rd	Central Ave fr Volcano Rd to 76th St	Reconstruct & redesign to provide Transit Oriented Activity Center	Misc	City of Albuquerque	$1,780,000
656.0	TOD-Land Use Feasibility Study for North Valley	Neighborhood near:	12th St-4th St & I-40-Candelaria	Conduct land use and transportation feasibility study (including use of roundabouts)	Misc	City of Albuquerque	$100,000
802.0	Central Avenue Streetscape & Pedestrian Improvements, Stage I	Girard Blvd	Louisiana Blvd	Implement streetscape improvements and pedestrian amenities	Misc	City of Albuquerque	$5,782,500
802.1	Central Avenue Streetscape & Pedestrian Improvements, Stage II	Louisiana Blvd	Tramway Blvd	Implement streetscape improvements and pedestrian amenities	Misc	City of Albuquerque	$9,562,500
802.3	West Central Avenue Streetscape Improvements	Western City Limits	Unser Boulevard	Construct median streetscape improvements.	Misc	City of Albuquerque	$880,000
802.4	San Mateo Boulevard Streetscape Improvements	I-40	Montgomery Blvd	Construct median streetscape improvements	Misc	City of Albuquerque	$880,000
802.5	Coors Boulevard Streetscape Improvements	Montano Road	Paseo del Norte	Construct median streetscape improvements	Misc	City of Albuquerque	$880,000
802.6	Central Avenue (EDO) Streetscape	Railroad	I-25	Implement streetscape improvements and pedestrian amenities	Misc	City of Albuquerque	$1,350,000
802.7	12th Street & Menaul Boulevard Streetscape	12th St fr Sawmill Rd to Woodland Ave	Menaul Blvd fr 17th St to 9th St	Implement streetscape improvements and pedestrian amenities	Misc	City of Albuquerque	$3,375,000
621.0	Isleta Boulevard: El Camino Real/Route 66 National Scenic Byways	Urban Plaza on Isleta Blvd		Construct urban plaza and interpretation center on Isleta Blvd.	Misc	County of Bernalillo	$141,000
801.0	AMPA Wide Transportation Grant Program for Pedestrian Plans/Studies	AMPA Wide		Support the development of plans and/or studies that facilitate the development of pedestrian projects.	Misc	MRCOG	$300,000
420.1	I-40 Rio Puerco Area Interchange Study	Rio Puerco Interchange Vicinity		Conduct study for Rio Puerco Interchange and future needs	Misc	NMDOT	$400,000
446.0	I-25 Northern Corridor Study	Big "I"	San Mateo Blvd	Transportation Study	Misc	NMDOT	$1,098,667
448.0	I-25 Southern Corridor Study	Isleta Pueblo Boundary	Big "I" (I-40)	Transportation Study	Misc	NMDOT	$1,300,000
650.0	District 3 Wide On-Call Planning & Design Support	District 3 Wide Projects T.B.D.		Provide planning & design support on an on-call basis	Misc	NMDOT	$1,697,999
652.0	I-25 & I-40 Interstate Landscaping	Sections of Interstate Highways	To Be Selected	Landscaping on various sections of Interstate Highways	Misc	NMDOT	$2,505,187
382.0	Bernalillo Main Street Streetscape	NM 473 (Avenida Bernalillo)	US 550	Construct bike/ped, safety, traffic calming, parking improvements	Misc	Town of Bernalillo	$3,650,387
435.0	Mid-Block Bicycle/Pedestrian Crossings	5 Locations		Construct Safety Improvements at five (5) mid-block roadway/trail crossing locations on Carlisle, San Mateo, Wyoming, Eubank & Juan Tabo Blvds.	Safety	City of Albuquerque	$375,000
543.0	Cherry Road Safety Project	Unser Blvd	10th St	Pedestrian Crossing Improv., Bike Lane Addition, ADA ramps, other safety features	Safety	City of Rio Rancho	$166,000

PIN	Project Title	From	To	Project Description	Project Type	Lead Agency	Total Est. Project Cost
544.0	Broadmoor Boulevard & 8th Avenue Safety Project	vicinity of Stapleton Elementary School		Roadway Improvements, Sidewalks, Curb, Gutter, Pedestrian Crossing Improvements	Safety	City of Rio Rancho	$293,000
491.1	Arenal Road Safety Improvements	Coors Blvd	Tapia Blvd	Safety Improvements	Safety	County of Bernalillo	$667,000
516.0	I-25 Lane Continuity	South of Comanche Rd	North of Comanche Rd	Add 400 foot lane on southbound side to improve safety and traffic continuity	Safety	NMDOT	$198,750
620.0	AMPA Wide Safety Projects	AMPA wide		Various Safety and Hazard Elimination & Safe Routes to School projects t.b.d. @ $350,000 each FFY. Specific projects may be split as identified.	Safety	NMDOT	$8,050,000
425.3	Sandia RR xings Safety Improvements	RR xings @ N. Farm Rd, N. Sandia Loop and	S. Sandia Loop	Safety Improvements	Safety	Pueblo of Sandia	$101,000
38.0	ABQ Ride - TDM - Transp. Demand Management	AMPA Wide		Transportation Demand Management Program	TDM	City of Albuquerque	$7,921,862
35.1	ABQ Ride - Park & Ride Facility Development	ABQ Ride Service Area	various locations	Construct Park & Ride facilities at various locations. Includes design, ROW, Env., & Construction.	Transit	City of Albuquerque	$4,012,500
37.0	ABQ Ride - Vehicles & Equipment Purchase (Revenue Vehicles)	ABQ Ride System Wide		Replace buses and associated equipment	Transit	City of Albuquerque	$65,812,465
44.0	ABQ Ride - Transit Enhancements	Albuquerque City Wide		Construct bus shelters, landscaping, bike/ped access, signage, public art	Transit	City of Albuquerque	$867,316
46.0	ABQ Ride - Westside (Daytona) Transit Facility	SW Corner of I-40 & Unser Blvd Interchange		Construct Transit Operations and Maintenance facility	Transit	City of Albuquerque	$3,904,480
341.0	ABQ Ride - Transit Facility Rehabilitation	ABQ Ride Wide		Rehabilitate Transit Facilities	Transit	City of Albuquerque	$300,000
345.1	Albuquerque Modern Streetcar	Central Ave Line: Tingley Dr to Carlisle Blv	Sunport Line: Univ, Yale & C. Chavez Blvds.	Contstruct streetcar line. Includes: vehicle purchase, rail, stops, caternaries, wires, maintenance shop, other road improv.	Transit	City of Albuquerque	$224,000,000
391.1	Alvarado Transportation Center Phase III	100 1st Street NW		Renovate & Rehabilitate historic structures, including Amtrak, on the grounds of the ATC.	Transit	City of Albuquerque	$750,000
392.0	ABQ Ride JARC	Albuquerque City Wide		Job Access Reverse Commute Program. Also see #392.1	Transit	City of Albuquerque	$32,300
417.0	ABQ Ride - Transit Planning	ABQ Ride System Wide		Facilities & Operations Planning. Includes short, medium and long range planning activities.	Transit	City of Albuquerque	$13,201,250
429.0	ABQ Ride - Transit Security Equipment Upgrade	ABQ Ride System-wide		Acquisition & Installation of security-related equipment	Transit	City of Albuquerque	$875,000
430.0	ABQ Ride - Transit Technology Upgrade	ABQ Ride System-wide		Rehabilitate, Upgrade & Expand transit technologies	Transit	City of Albuquerque	$5,000,000
431.0	ABQ Ride - Bus Stop Facilities Improvements	ABQ Ride System-wide		Rehabilitate, Upgrade and/or Construct New Bus Shelters and Equipment.	Transit	City of Albuquerque	$3,670,000
432.0	ABQ Ride - Transit Facility Rehabilitation	ABQ Ride System-wide		Rehabilitate & Remodel Transit Facilities	Transit	City of Albuquerque	$2,750,000
433.0	ABQ Ride - Southwest Mesa Park & Ride	Central Avenue at Unser Blvd		Construct park and ride facility	Transit	City of Albuquerque	$2,186,330

PIN	Project Title	From	To	Project Description	Project Type	Lead Agency	Total Est. Project Cost
497.0	ABQ Ride Fixed Route Expansions & Revisions	ABQ Ride System Wide	selected routes t.b.d.	Expansion of Bus Service pending vehicle availability, funding and any necessary interagency and intermunicipal agreements.	Transit	City of Albuquerque	$3,750,000
611.0	ABQ Ride - New Freedom Program	AMPA-Wide		Provide ADA compliant transit to areas not currently served. Also see #611.1	Transit	City of Albuquerque	$14,700
452.0	Rio Transit Bus Replacement	Rio Rancho City Wide		Purchase Buses	Transit	City of Rio Rancho	$45,000
453.0	Rio Transit ITS & Buses for Expansion	Rio Rancho City Wide		ITS & Purchase of Buses	Transit	City of Rio Rancho	$45,000
403.0	Sandoval County Deviated Fixed Route Service (TWO Routes)	Rt A: Jemez Springs; Rt B: Cochiti Lake	US 550 RR Sta. & La Plazuela de Sandoval	Implement deviated fixed route service along two routes.	Transit	County of Sandoval	$1,199,411
404.0	Sandoval County Deviated Fixed Route Service (Cuba Route)	Cuba	US 550 RR Sta. & La Plazuela de Sandoval	Implement deviated fixed route service	Transit	County of Sandoval	$600,000
405.0	Sandoval County Transit Facilities	US 550 & I-25 at Rail Runner Station	also La Plazuela de Sandoval	Construct Transit Facilities at US 550 & I-25, at La Plazuela (Sandoval Co. Judicial Complex) and other locations.	Transit	County of Sandoval	$3,600,000
409.0	Sandoval County Demand Response Bus Service	Serving areas t.b.d.		Implement Demand Response Bus Service	Transit	County of Sandoval	$50,000
612.0	Mid-Region Transit District Service Plan	MRTD-Wide		Develop Service Plan for Regional Transit District	Transit	Mid-Region Transit District	$292,603
392.1	AMPA Wide JARC	AMPA Wide		Job Access Reverse Commute Program. (Local Non-match listed is est. from ABQ Ride)	Transit	MRCOG	$4,329,915
540.0	Commuter Rail Transit Connections	Various Routes Identified-see MTP	Specific Project Selection t.b.d.	Commuter Rail Connections between Rail Runner Stations & major destinations and residential areas.	Transit	MRCOG	$14,280,000
611.1	AMPA Wide New Freedom Program	AMPA Wide		Provide ADA compliant transit to areas not currently served. (Local Non-match is est. from ABQ Ride) Also see #611	Transit	MRCOG	$2,178,413
421.1	Commuter Rail Service Implementation	Rail Runner Implementation		Purchase rail line Belen to Trinidad (added 11/17/2005); purchase 12 cars for Stage II (added 07/27/2006).	Transit	MRCOG & NMDOT Joint Effort	$80,000,000
422.0	Commuter Rail Quiet Zones	various locations		Implement quiet zones at selected rail crossings	Transit	MRCOG & NMDOT Joint Effort	$620,000
423.0	Commuter Rail, Montano Rail Runner Station	Rail Runner Station at Montano Road		Construct new Rail Runner Station	Transit	MRCOG & NMDOT Joint Effort	$2,800,000
445.0	Commuter Rail O & M	Belen	Bernalillo	Operations & Maintenance of Commuter Rail line. Costs are for Los Lunas-Bernalillo section only, after 2008.	Transit	MRCOG & NMDOT Joint Effort	$0
546.0	Moriarty & East Mountains Park & Ride Service	Moriarty	Albuquerque	Connections from Moriarty Park & Ride to Uptown and ATC. Service to start as congestion mitigation for I-40 reconstruction project. Permanent service depends upon ridership and funding.	Transit	NMDOT	$1,250,000

PIN	Project Title	From	To	Project Description	Project Type	Lead Agency	Total Est. Project Cost
571.0	Shaa'skr'a Transit Shuttle to Albuquerque			Purchase vehicle & implement shuttle service to Albuquerque	Transit	Pueblo of Laguna	$45,000
658.0	Santa Ana Pueblo Transit Service			Project development and implementation for transit service from Santa Ana to Rail Runner station and other locations t.b.d. FY 2007 funds for planning & devel.	Transit	Pueblo of Santa Ana	$693,009
596.0	Los Lunas Transportation Center Stage II	Transportation Center at Rail Runner Sta.		Complete second half of building and parking lot.	Transit	Village of Los Lunas	$1,100,000
597.0	Los Lunas Transit Operations & Administration			Operating & Administrative funds for bus service.	Transit	Village of Los Lunas	$341,085
598.0	Los Lunas Rail Runner Shuttle	Sand Sage Rd and "Y" Commercial Dist	Los Lunas Rail Runner Station	Implement two fixed route shuttles.	Transit	Village of Los Lunas	$431,992
599.0	Los Lunas JARC			Implement Job Access Reverse Commute program to serve eligible individuals.	Transit	Village of Los Lunas	$151,530
601.0	Los Lunas Transit Bus Replacement Stage I			Vehicle purchase per fleet management plan	Transit	Village of Los Lunas	$85,000
603.0	Los Lunas Transit Bus Replacement Stage II			Vehicle purchase per fleet management plan	Transit	Village of Los Lunas	$45,000
604.0	Los Lunas Transit Bus Replacement Stage III			Vehicle purchase per fleet management plan	Transit	Village of Los Lunas	$45,000
				TOTAL Publicly Funded Projects in 2030 MTP			$3,508,835,567

Appendix B

MTP Projects List by Lead or Sponsoring Agency

PIN	Project Title	From	To	Project Description	Project Type	Lead Agency	Total Est. Project Cost
1.0	AMPA Wide Bicycle TDM	Albuquerque Metro Area		Bicycle Transportation Demand Management Program	BP	City of Albuquerque	$1,638,577
2.0	AMPA Wide Bicycle/ Pedestrian Safety Education Program	AMPA wide		Bicycle & Pedestrian Safety Education Program	BP	City of Albuquerque	$320,000
2.1	AMPA Wide Comprehensive Project for Bicycling	AMPA Wide		Increase cycling by addressing public education, public relations, maintenance of bikeways, and accountability.	BP	City of Albuquerque	$750,000
55.0	Comanche Road Bike Lanes	I-25	Carlisle	Construct on-street commuter bike lanes	BP	City of Albuquerque	$936,330
57.0	I-40 Trail Crossing at the Rio Grande	Coors Blvd	East side of Rio Grande River	Construct bikeway/trail overcrossing	BP	City of Albuquerque	$3,090,684
58.0	Bear Canyon Arroyo Trail & Overcrossing	I-25	Arroyo del Oso	Construct bikeway/trail facilities	BP	City of Albuquerque	$3,872,031
60.0	I-40 Embudo Trail Connection	North Diversion Channel Trail	Washington Street	Construct paved multi-use trail	BP	City of Albuquerque	$508,081
61.0	North Diversion Channel Trail, Stage II	Balloon Fiesta Park	Alameda Blvd	Construct Bicycle/Pedestrian Trail. Also see proj #61.1 & 436	BP	City of Albuquerque	$784,176
61.1	North Diversion Channel Trail, Stage I	Paseo del Norte	Alameda Blvd.	Extend trail & cross under Paseo del Norte.	BP	City of Albuquerque	$618,750
371.0	Academy Boulevard Medians and Bikeways	San Mateo Blvd	Ventura Street	Construct on-street commuter bike lanes (proj #371.1) and median landscaping	BP	City of Albuquerque	$3,808,000
436.0	North Diversion Channel Trail Undercrossings	Menaul, Candelaria, Comanche		Construct Grade Separated Trail Crossings at three locations. Also see proj #61 & 61.1	BP	City of Albuquerque	$1,931,180
484.1	Irving Boulevard Bike Lanes	Universe Blvd	La Paz Dr	Build Bike Lanes.	BP	City of Albuquerque	$1,072,500
508.2	Westside Boulevard Bike Lanes	Golf Course Road	NM 528	Build Bike Lanes	BP	City of Albuquerque	$2,095,500
555.1	Bluewater Road Bike Lanes	98th St	90th St	Build Bike Lanes	BP	City of Albuquerque	$825,000
578.1	Alameda Boulevard Bike Lanes & Trail	Edith Blvd	I-25	Build Bike Lanes & Trail	BP	City of Albuquerque	$3,539,250
584.1	Eubank Boulevard Bear Arroyo Trail Overcrossing	Eubank Blvd at Bear Arroyo Trail		Construct Overcrossing for Trail	BP	City of Albuquerque	$3,000,000
592.1	Singer Boulevard Bike Lanes	Chappel Dr	Jefferson St	Build Bike Lanes.	BP	City of Albuquerque	$825,000
592.2	Jefferson Street Bike Lanes	Singer Blvd	Paseo del Norte	Construct Bike Lanes	BP	City of Albuquerque	$3,930,300
801.8	Albuquerque City - Walkable Streets	Two segement of two streets, t.b.d.		Implement design concepts (fr Great Streets Facility Plan)	BP	City of Albuquerque	$2,090,000
804.0	Constitution Avenue Bike Lanes	Stanford Dr	San Pedro Blvd	Build Bike Lanes	BP	City of Albuquerque	$2,310,000
805.0	North Pino Arroyo Bike Trail	North Diversion Channel Trail	Tiburon Street	Construct Bike Trail	BP	City of Albuquerque	$519,750

PIN	Project Title	From	To	Project Description	Project Type	Lead Agency	Total Est. Project Cost
806.0	Wyoming Boulevard Bike Trail Overcrossing at Bear Arroyo	Wyoming Blvd at Bear Arroyo		Construct Overcrossing	BP	City of Albuquerque	$3,000,000
807.0	Eubank Boulevard Bike Lanes	Southern Blvd	Central Ave	Implement bike lanes	BP	City of Albuquerque	$561,000
808.0	San Mateo - Osuna Road Overcrossing & Trail	I-25	Arroy del Oso Golf Course	Construct Overcrossing & Trail along Bear Canyon Arroyo	BP	City of Albuquerque	$9,000,000
809.0	Candelaria Road Bike Lanes	Rio Grande Blvd	I-25	Construct Bike Lanes	BP	City of Albuquerque	$4,620,000
811.0	8th Street Bike Lanes	Ave de Cesar Chavez	Lead Ave	Build Bike Lanes	BP	City of Albuquerque	$1,419,000
812.0	Amale Arroyo del Norte Bike Trail	Sage Road	San Ygnacio Rd	Construct Bike Trail	BP	City of Albuquerque	$330,000
814.0	Menaul Boulevard Bike Lanes, Stage I	Tramway Blvd	Monte Largo Dr	Implement Bike Lanes	BP	City of Albuquerque	$825,000
814.1	Menaul Boulevard Bike Lanes, Stage II	Morris St	Tramway Blvd	Build Bike Lanes	BP	City of Albuquerque	$2,541,000
845.0	10th Street Bike Lanes	Lead Ave	Marquette Ave	Implement Bike Lanes	BP	City of Albuquerque	$742,500
847.0	Juan Tablo Boulevard Bear Arroyo Trail Overcrossing	Juan Tabo Blvd at Bear Arroyo Trail		Construct Overcrossing for Trail	BP	City of Albuquerque	$4,500,000
848.0	Osuna Road North Diversion Channel Trail Overcrossing	Osuan Rd at N. Diversion Ch. Trail		Construct Overcrossing for Trail	BP	City of Albuquerque	$4,500,000
849.0	Osuna Road Bike Lanes/Trail	2nd St	Vista del Norte	Build Bike Lanes/Trail.	BP	City of Albuquerque	$3,069,000
850.0	Avenida Cesar Chavez Bike Lanes	Broadway	Yale Blvd	Build Bike Lanes	BP	City of Albuquerque	$2,310,000
851.0	2nd Street Bike Lanes & Trail	Matthew Ave	Osuna Rd	Build Bike Lanes & Trail	BP	City of Albuquerque	$6,311,250
852.0	Eubank Boulevard Bike Lanes (NE)	Osuna Rd	Academy Blvd	Build Bike Lanes	BP	City of Albuquerque	$2,310,000
853.0	Spain Road Bike Lanes	Juan Tabo Blvd	Tramway Blvd	Build Bike Lanes	BP	City of Albuquerque	$1,881,000
854.0	University Boulevard Bike Lanes	Avenida Cesar Chavez	Lomas Blvd	Build Bike Lanes	BP	City of Albuquerque	$2,640,000
855.0	Golf Course Road Bike Lanes, Stage I	Taylor Ranch Road	Paseo del Norte	Build Bike Lanes	BP	City of Albuquerque	$2,640,000
855.1	Golf Course Road Bike Lanes, Stage II	Paseo del Norte	Paradise Blvd	Build Bike Lanes	BP	City of Albuquerque	$1,204,500
856.0	Piedras Marcada Arroyo Bike Trail	Paseo del Norte	Dam	Construct Bike Trail	BP	City of Albuquerque	$511,500
858.0	Ladera Drive Bike Lanes	Unser Blvd	Ouray Road	Build Bike Lanes	BP	City of Albuquerque	$1,732,500

PIN	Project Title	From	To	Project Description	Project Type	Lead Agency	Total Est. Project Cost
859.0	Morris Street Bike Lanes	Lomas Blvd	Menaul Blvd	Build Bike Lanes	BP	City of Albuquerque	$2,475,000
860.0	Fortuna Road Bike Lanes/Trail	NM 345, Unser Blvd	NM 45, Coors Blvd	Build Bike Lanes/Trail	BP	City of Albuquerque	$2,326,500
861.0	Calabacillas Arroyo Bike Trail	Golf Course Road	Rio Grande	Construct Bike Trail	BP	City of Albuquerque	$1,526,250
368.0	McMahon Boulevard Extension	Universe Blvd	Unser Blvd	Construct New 4 lane Roadway. Includes #368.5	Capacity	City of Albuquerque	$3,312,266
394.0	University Boulevard Extension to MdS	Rio Bravo Blvd	Mesa del Sol	Construct New 4 lane divided facility	Capacity	City of Albuquerque	$10,346,442
406.0	Double Eagle II Road (PdV) Rehabilitation	Central Avenue	South boundary of DE II Airport	Reconstruct and Widen from 2-lanes to 4-lanes divided highway	Capacity	City of Albuquerque	$14,964,200
434.0	2nd Street Corridor	I-40	Montano Rd	Widen from 4 to 6 lanes, divided.	Capacity	City of Albuquerque	$9,971,700
438.0	Osuna Road Widening	Vista del Norte	Jefferson Street	Widen from 4 to 6 lanes, divided. Includes bike lanes proj #438.1	Capacity	City of Albuquerque	$13,843,125
439.0	Irving Boulevard Widening	Unser Blvd	Rio Los Pinos Dr	Widen from 2 to 4 lanes, divided; includes bike lanes proj #439.1	Capacity	City of Albuquerque	$3,473,008
457.0	Montano Road Widening (City)	Edith Blvd	I-25	Widen from 4 to 6 lanes	Capacity	City of Albuquerque	$2,500,000
467.0	Unser Boulevard Improvements (NW ABQ)	Bandelier Dr	Bernalillo-Sandoval County Line	Reconstruct & Widen Roadway from 2 to 4 lanes	Capacity	City of Albuquerque	$6,800,625
468.0	Paseo del Norte Extension (Eastern Section)	Kimmick Dr	Golf Course Rd	Construct New 4 lane Roadway	Capacity	City of Albuquerque	$11,082,500
469.0	Paseo del Norte Extension (Western Section)	Universe Blvd	Kimmick Dr	Construct New 2 lane Roadway as Stage I	Capacity	City of Albuquerque	$9,485,000
472.0	Montano Road Expansion	Coors Blvd	4th Street	Widen from 2 to 4 GP lanes (re-striping)	Capacity	City of Albuquerque	$20,000
478.2	Unser Boulevard Improvements (SW ABQ)	Southern City Limits (S of S D Chavez)	Central Ave	Widen from 2 to 4 lanes those portions not 4 lanes; includes proj #478.3	Capacity	City of Albuquerque	$3,500,000
515.2	Lead Ave & Coal Ave Lane Reduction	I-25	Washington St	Reduce Lanes, move curb, gutter, sidewalk, drainage inlets, etc. Add bike lanes (proj #515.3)	Capacity	City of Albuquerque	$38,000,000
533.0	Irving Boulevard Reconstruction & Widening (C)	La Paz Dr	Unser Blvd	Reconstruct & Widen from 2 to 4 lanes, includes Bike Lanes	Capacity	City of Albuquerque	$6,937,500
578.0	Alameda Boulevard Widening	Edith Blvd	I-25	Widen from 4 to 6 lanes	Capacity	City of Albuquerque	$4,070,000
581.0	Channel Road Construction	Osuna Blvd	Alameda Blvd	Construct New 2 lane Roadway with east-west connection	Capacity	City of Albuquerque	$9,460,000
584.0	Eubank Boulevard Widening	Montgomery Blvd	Juan Tabo Blvd	Widen from 4 to 6 Lanes	Capacity	City of Albuquerque	$17,570,000
585.1	Wyoming Boulevard Widening (Northside)	Academy Blvd	Paseo del Norte	Widen from 4 to 6 lanes.	Capacity	City of Albuquerque	$7,000,000

PIN	Project Title	From	To	Project Description	Project Type	Lead Agency	Total Est. Project Cost
592.0	Singer Boulevard Bridge Widening	Bridge over North Diversion Channel		Construct new 2 lane bridge to make total of 4 lanes.	Capacity	City of Albuquerque	$4,000,000
629.0	Paradise Boulevard Widening	La Paz Drive	Justin Drive	Widen from 2 to 4 lanes	Capacity	City of Albuquerque	$7,782,500
369.0	2nd Street & Montano Road Intersection Improvements	2nd Street & Montano Road Intersection		Intersection Improvements	H&B Pr	City of Albuquerque	$2,982,000
456.0	Coors Boulevard & Quail Road Intersection	Coors Blvd at Quail Road		Reconstruct Intersection with Grade Separation	H&B Pr	City of Albuquerque	$19,500,000
466.0	Unser Boulevard Reconstruction	Dellyne Ave	Montano Rd	Reconstruct Roadway; includes Bile Lanes & Trail proj #466.1	H&B Pr	City of Albuquerque	$4,991,250
593.0	Central Avenue & Juan Tabo Blvd Intersection Improvements	Central at Juan Tabo		Reconstruct Intersection and Improve Safety. Add turn lanes & improvements on Juan Tabo to Southern Blvd.	H&B Pr	City of Albuquerque	$5,000,000
40.0	ITS - Albuquerque Traffic Management System	Albuquerque City Wide		Replace traffic signal controllers, communications, camera monitoring, other ITS	ITS-TSM	City of Albuquerque	$14,332,864
372.0	I-40 Albuquerque Eastern Gateway	Tramway Blvd Exit 167	Carnuel Interchange Exit 170	Construct visitor center, bike/ped bridge, public art, xeriscaping	Misc	City of Albuquerque	$120,000
373.0	I-40 Albuquerque Western Gateway	Central Ave (Old Rt 66) Exit 149	118th Street Exit	Construct visitor center, bike/ped bridge, public art, xeriscaping	Misc	City of Albuquerque	$133,330
379.0	Route 66 Museum & Visitor Center	Central Avenue at Washington Street		Rehabilitate DeAnza Motel to create Route 66 Heritage Center	Misc	City of Albuquerque	$324,000
616.0	Coors Corridor Study	Bridge Blvd	NM 528	Identify Transportation Management strategies to implement in upcoming years	Misc	City of Albuquerque	$800,000
652.1	I-25 & I-40: Big "I" Landscaping	I-25 & I-40 Interchange		Landscaping throughout Big "I" Interchange	Misc	City of Albuquerque	$5,000,000
655.0	Unser Boulevard & Central Avenue Intersection Reconstruction	Unser Blvd fr Bridge Bl to Bluewater Rd	Central Ave fr Volcano Rd to 76th St	Reconstruct & redesign to provide Transit Oriented Activity Center	Misc	City of Albuquerque	$1,780,000
656.0	TOD-Land Use Feasibility Study for North Valley	Neighborhood near:	12th St-4th St & I-40-Candelaria	Conduct land use and transportation feasibility study (including use of roundabouts)	Misc	City of Albuquerque	$100,000
802.0	Central Avenue Streetscape & Pedestrian Improvements, Stage I	Girard Blvd	Louisiana Blvd	Implement streetscape improvements and pedestrian amenities	Misc	City of Albuquerque	$5,782,500
802.1	Central Avenue Streetscape & Pedestrian Improvements, Stage II	Louisiana Blvd	Tramway Blvd	Implement streetscape improvements and pedestrian amenities	Misc	City of Albuquerque	$9,562,500
802.3	West Central Avenue Streetscape Improvements	Western City Limits	Unser Boulevard	Construct median streetscape improvements.	Misc	City of Albuquerque	$880,000
802.4	San Mateo Boulevard Streetscape Improvements	I-40	Montgomery Blvd	Construct median streetscape improvements	Misc	City of Albuquerque	$880,000
802.5	Coors Boulevard Streetscape Improvements	Montano Road	Paseo del Norte	Construct median streetscape improvements	Misc	City of Albuquerque	$880,000
802.6	Central Avenue (EDO) Streetscape	Railroad	I-25	Implement streetscape improvements and pedestrian amenities	Misc	City of Albuquerque	$1,350,000
802.7	12th Street & Menaul Boulevard Streetscape	12th St fr Sawmill Rd to Woodland Ave	Menaul Blvd fr 17th St to 9th St	Implement streetscape improvements and pedestrian amenities	Misc	City of Albuquerque	$3,375,000

PIN	Project Title	From	To	Project Description	Project Type	Lead Agency	Total Est. Project Cost
435.0	Mid-Block Bicycle/Pedestrian Crossings	5 Locations		Construct Safety Improvements at five (5) mid-block roadway/trail crossing locations on Carlisle, San Mateo, Wyoming, Eubank & Juan Tabo Blvds.	Safety	City of Albuquerque	$375,000
38.0	ABQ Ride - TDM - Transp. Demand Management	AMPA Wide		Transportation Demand Management Program	TDM	City of Albuquerque	$7,921,862
35.1	ABQ Ride - Park & Ride Facility Development	ABQ Ride Service Area	various locations	Construct Park & Ride facilities at various locations. Includes design, ROW, Env., & Construction.	Transit	City of Albuquerque	$4,012,500
37.0	ABQ Ride - Vehicles & Equipment Purchase (Revenue Vehicles)	ABQ Ride System Wide		Replace buses and associated equipment	Transit	City of Albuquerque	$65,812,465
44.0	ABQ Ride - Transit Enhancements	Albuquerque City Wide		Construct bus shelters, landscaping, bike/ped access, signage, public art	Transit	City of Albuquerque	$867,316
46.0	ABQ Ride - Westside (Daytona) Transit Facility	SW Corner of I-40 & Unser Blvd Interchange		Construct Transit Operations and Maintenance facility	Transit	City of Albuquerque	$3,904,480
341.0	ABQ Ride - Transit Facility Rehabilitation	ABQ Ride Wide		Rehabilitate Transit Facilities	Transit	City of Albuquerque	$300,000
345.1	Albuquerque Modern Streetcar	Central Ave Line: Tingley Dr to Carlisle Blv	Sunport Line: Univ, Yale & C. Chavez Blvds.	Contstruct streetcar line. Includes: vehicle purchase, rail, stops, caternaries, wires, maintenance shop, other road improv.	Transit	City of Albuquerque	$224,000,000
391.1	Alvarado Transportation Center Phase III	100 1st Street NW		Renovate & Rehabilitate historic structures, including Amtrak, on the grounds of the ATC.	Transit	City of Albuquerque	$750,000
392.0	ABQ Ride JARC	Albuquerque City Wide		Job Access Reverse Commute Program. Also see #392.1	Transit	City of Albuquerque	$32,300
417.0	ABQ Ride - Transit Planning	ABQ Ride System Wide		Facilities & Operations Planning. Includes short, medium and long range planning activities.	Transit	City of Albuquerque	$13,201,250
429.0	ABQ Ride - Transit Security Equipment Upgrade	ABQ Ride System-wide		Acquisition & Installation of security-related equipment	Transit	City of Albuquerque	$875,000
430.0	ABQ Ride - Transit Technology Upgrade	ABQ Ride System-wide		Rehabilitate, Upgrade & Expand transit technologies	Transit	City of Albuquerque	$5,000,000
431.0	ABQ Ride - Bus Stop Facilities Improvements	ABQ Ride System-wide		Rehabilitate, Upgrade and/or Construct New Bus Shelters and Equipment.	Transit	City of Albuquerque	$3,670,000
432.0	ABQ Ride - Transit Facility Rehabilitation	ABQ Ride System-wide		Rehabilitate & Remodel Transit Facilities	Transit	City of Albuquerque	$2,750,000
433.0	ABQ Ride - Southwest Mesa Park & Ride	Central Avenue at Unser Blvd		Construct park and ride facility	Transit	City of Albuquerque	$2,186,330
497.0	ABQ Ride Fixed Route Expansions & Revisions	ABQ Ride System Wide	selected routes t.b.d.	Expansion of Bus Service pending vehicle availability, funding and any necessary interagency and intermunicipal agreements.	Transit	City of Albuquerque	$3,750,000
611.0	ABQ Ride - New Freedom Program	AMPA-Wide		Provide ADA compliant transit to areas not currently served. Also see #611.1	Transit	City of Albuquerque	$14,700
10.0	Leon Grande Sidewalks	NM 528	Villa Verde Dr	Construct pedestrian facility.	BP	City of Rio Rancho	$666,667
426.0	Lisbon Avenue Sidewalk Project Phase II	Southern Blvd	Tarpon Avenue	Construct Sidewalks	BP	City of Rio Rancho	$440,000

PIN	Project Title	From	To	Project Description	Project Type	Lead Agency	Total Est. Project Cost
602.1	Saratoga Drive Sidewalks	Rockaway Blvd	Northern Blvd	Construct Sidewalks	BP	City of Rio Rancho	$1,327,500
820.0	Bosque Trail Bike Path (Rio Rancho)	NM 448, Corrales Rd	City limits at Town of Bernalillo	Construct Bike Trail/Path	BP	City of Rio Rancho	$2,904,000
839.0	Baranca Arroyo Trail	Unser Blvd	NM 528	Construct Bike Trail	BP	City of Rio Rancho	$5,849,250
840.0	Montoyas Arroyo Trail	Unser Blvd	NM 528	Construct Bike Trail	BP	City of Rio Rancho	$3,630,000
841.0	Venado Arroyo Trail	Unser Blvd	Utility Easement	Construct Bike Trail	BP	City of Rio Rancho	$3,828,000
842.0	Utility Easement Trail	County Line	Paseo del Volcan	Construct Bike Trail	BP	City of Rio Rancho	$6,839,250
863.0	Baltic Avenue Sidewalks	Southern Blvd	Pecos Loop	Construct Sidewalks	BP	City of Rio Rancho	$787,500
347.0	Northern Boulevard Expansion	Acorn Loop	34th Street	Widen from 2 to 4 lanes divided. Add bike lanes (incl. proj #347.1)	Capacity	City of Rio Rancho	$4,310,627
353.0	Southern Boulevard Expansion	Idalia Road	15th Street	Reconstruct & Widen to 4 lane road	Capacity	City of Rio Rancho	$11,279,000
381.0	Unser Boulevard Widening Lower Section	Abrazo Road	Farol Road	Reconstruct & Widen from 2 to 4 lanes. Add bike lanes (proj #381.5)	Capacity	City of Rio Rancho	$7,200,000
381.1	Unser Boulevard Widening Middle Section	Farol Road	Progress Blvd	Reconstruct & Widen from 2 to 4 lanes, divided. Add bike lanes (proj #381.4)	Capacity	City of Rio Rancho	$10,350,000
381.2	Unser Boulevard Widening Upper Section	Progress Blvd	US 550	Reconstruct & Widen from 2 to 4 lanes. Add bike lanes (proj #381.3)	Capacity	City of Rio Rancho	$63,168,000
418.0	Paseo del Volcan (Northern Section) Stage I	Unser Blvd	Iris Rd	Construct New 2 lane Roadway	Capacity	City of Rio Rancho	$3,976,000
418.1	Paseo del Volcan (Northern Section) Stage II	Iris Road	US 550	Construct New 2 lane Roadway	Capacity	City of Rio Rancho	$20,250,000
489.0	Rainbow Boulevard Extension (Rio Rancho)	Northern Blvd	King Blvd	Construct New 2 lanes; includes Bike Lanes (proj 489.1)	Capacity	City of Rio Rancho	$33,275,000
490.0	30th Street Extension (Broadmoor Dr) - Southern Section	Idalia Rd	Paseo del Volcan	Construct New 2 lane Roadway	Capacity	City of Rio Rancho	$5,676,000
507.0	Chayote Road Extension	Paseo del Volcan	Enchanted Hills Blvd	Construct New 2 lane Roadway; includes Bike Lanes (proj 507.1)	Capacity	City of Rio Rancho	$10,412,500
536.0	40th Street Extension (Stage II)	Idalia Road	Paseo del Volcan	Construct New 2 lane Roadway	Capacity	City of Rio Rancho	$5,848,000
582.0	Chayote Road Extension	Idalia Road	Paseo del Volcan	Construct New 2 lane roadway	Capacity	City of Rio Rancho	$4,945,000
600.2	Progress Boulevard (Western Section)	Rainbow Blvd	Unser Blvd	Construct New 2 lane Roadway, include Bike Route (proj #600.1)	Capacity	City of Rio Rancho	$11,567,000
614.0	Iris Road Reconstruction & Widening	Idalia Road	Paseo del Volcan	Reconstruct & Widen from 2 to 3 lanes	Capacity	City of Rio Rancho	$2,737,000

PIN	Project Title	From	To	Project Description	Project Type	Lead Agency	Total Est. Project Cost
613.0	Idalia Road Reconstruction (NE End)	Iris Road	NM 528	Reconstruct Roadway. 2 lanes with shoulders and geometric improvements. Includes Bike Lanes (proj 613.1)	H&B Pr	City of Rio Rancho	$12,177,000
613.2	Idalia Road Reconstruction	40th Street	Iris Road	Reconstruct Highway and Build Bike Lanes	H&B Pr	City of Rio Rancho	$10,197,000
543.0	Cherry Road Safety Project	Unser Blvd	10th St	Pedestrian Crossing Improv., Bike Lane Addition, ADA ramps, other safety features	Safety	City of Rio Rancho	$166,000
544.0	Broadmoor Boulevard & 8th Avenue Safety Project	vicinity of Stapleton Elementary School		Roadway Improvements, Sidewalks, Curb, Gutter, Pedestrian Crossing Improvements	Safety	City of Rio Rancho	$293,000
452.0	Rio Transit Bus Replacement	Rio Rancho City Wide		Purchase Buses	Transit	City of Rio Rancho	$45,000
453.0	Rio Transit ITS & Buses for Expansion	Rio Rancho City Wide		ITS & Purchase of Buses	Transit	City of Rio Rancho	$45,000
406.1	Double Eagle II/Paseo del Volcan Trail & Bike Lanes	Sen. Dennis Chavez Blvd.	City Limits near Petroglyph Nat. Mon.	Construct Hard-Surface Trail to Connect proposed trails.	BP	County of Bernalillo	$13,800,000
476.2	Gibson Boulevard West Bike Trail	Paseo del Volcan	western Albuquerque City Limits	Construct Bike Trail. (Bike lanes if road is built)	BP	County of Bernalillo	$1,608,750
498.4	Unser Boulevard Extension (SW ABQ) Southern Section - Bike Trail	Pajarito Rd	Gun Club Rd	Build Bike Trail. Lanes to be built if/when road is built - not incl. in cost est.	BP	County of Bernalillo	$1,072,500
511.1	Isleta Boulevard (NM 314) Bike Lanes/Trail	Isleta Pueblo Boundary	Rio Bravo Blvd	Build Bike Lanes/Trail	BP	County of Bernalillo	$13,810,500
542.0	Pajarito Road Bike Trail/Lanes	118th Street	Isleta Drainage Channel	Construct Bike Trail/Lanes	BP	County of Bernalillo	$5,346,000
832.0	Tijeras Arroyo Bike & Pedestrian Trail, Stage II	South Diversion Channel	University Blvd	Construct Bike/Pedestrian Trail	BP	County of Bernalillo	$1,800,000
833.0	Alameda Boulevard Bike & Pedestrian Trail	4th St	North Diversion Channel	Construct Bike & Pedestrain Trail	BP	County of Bernalillo	$2,350,000
834.0	Paradise Boulevard Feasibility Study & Trail	City Limits west of La Paz	Golf Course Rd	Complete feasibility study and Construct trail to connect existing trails.	BP	County of Bernalillo	$950,000
835.0	Paseo del Norte (NE) Bike Trail	Tennyson St	Tramway Blvd	Construct Trail to connect existing trails.	BP	County of Bernalillo	$460,000
836.0	Frost Road Bike Trail	NM 14	Valle Hermosa Rd	Construct Hard-Surface Trail to connect existing trails and bike lanes.	BP	County of Bernalillo	$5,500,000
837.0	Mountain Valley Road Shoulder Improvements	I-40	section with existing shoulders	Improve & Widen Shoulders to accommodate bicycles and improve safety	BP	County of Bernalillo	$250,000
838.0	Gun Club Road Bike Lanes/Trail, Stage I	118th St	NM 314, Isleta Blvd	Build Bike Lanes/Trail	BP	County of Bernalillo	$9,058,500
838.1	Gun Club Road Bike Trail/Lanes, Stage II	Paseo del Volcan	118th St	Build Bike Lanes/Trail	BP	County of Bernalillo	$5,742,000
843.0	Griegos Lateral Trail Crossing	Greigos Lateral crosses Griegos Drain	near Anderson Field	Construct Multi-Use Bridge	BP	County of Bernalillo	$600,000
844.0	North Valley Demonstration Project (Alameda Drain)	Griegos Rd	Chavez Ave/Osuna Rd	Construct Bike Trail	BP	County of Bernalillo	$874,500

PIN	Project Title	From	To	Project Description	Project Type	Lead Agency	Total Est. Project Cost
846.0	Raymac Road Bike Trail/Lanes	Paseo del Volcan	Isleta Drainage Channel	Construct Bike Trail/Lanes	BP	County of Bernalillo	$10,147,500
15.0	Isleta Boulevard Improvements Stage I	Arenal Blvd	Bridge Blvd	Reconstruct & Widen to 3-lanes divided with center left turn lane.	Capacity	County of Bernalillo	$8,985,253
15.1	Isleta Boulevard Improvements Stage II	NM 500, Rio Bravo Blvd	Arenal Blvd	Reconstruct Intersections, includes bicycle, pedestrain & safety improvements.	Capacity	County of Bernalillo	$19,880,000
457.1	Montano Road Reconstruction (County)	Railroad Tracks	Edith Blvd	Reconstruct & Widen from 4 to 6 lanes	Capacity	County of Bernalillo	$3,418,750
509.0	Unser Boulevard Improvements (NW ABQ)	Paradise Blvd	Irving Blvd	Reconstruct & Widen from 2 to 4 lanes	Capacity	County of Bernalillo	$4,500,000
510.0	Edith Boulevard Reconstruction & Widening	Candelaria Rd	Montano Rd	Reconstruct & Widen from 2 to 5 lanes	Capacity	County of Bernalillo	$9,050,000
538.0	Eubank Boulevard Improvements (North End)	San Antonio Dr/Academy Blvd	Paseo del Norte	Reconstruct & Widen from 2 to 4 lanes	Capacity	County of Bernalillo	$20,800,000
539.0	El Pueblo Road	2nd Street	Edith Blvd.	Reconstruct from 2 to 4 lanes & Safety improvements	Capacity	County of Bernalillo	$4,560,000
550.0	2nd Street Improvements (South Valley)	Prosperity Avenue	Rio Bravo Blvd.	Reconstruct & Widen from 2 to 4 lanes & Intersection Improvements	Capacity	County of Bernalillo	$6,460,000
491.0	Arenal Road Reconstruction	Coors Blvd	Tapia Blvd	Reconstruct Roadway	H&B Pr	County of Bernalillo	$5,940,000
511.0	Isleta Boulevard (NM 314) Intersection Improvements	Isleta Pueblo Boundary	Rio Bravo Blvd	Intersection Improvements and Safety Improvements	H&B Pr	County of Bernalillo	$4,260,000
512.0	Alameda Boulevard Reconstruction	Ventura Blvd	Eubank Blvd	Reconstruct 2 lane Roadway and Bike Lanes & Trail	H&B Pr	County of Bernalillo	$5,950,000
512.1	Eubank Boulevard Reconstruction	Paseo del Norte	Alameda Blvd	Recsontruct 2 lane Roadway and Bike Lanes & Trail	H&B Pr	County of Bernalillo	$4,742,500
621.0	Isleta Boulevard: El Camino Real/Route 66 National Scenic Byways	Urban Plaza on Isleta Blvd		Construct urban plaza and interpretation center on Isleta Blvd.	Misc	County of Bernalillo	$141,000
491.1	Arenal Road Safety Improvements	Coors Blvd	Tapia Blvd	Safety Improvements	Safety	County of Bernalillo	$667,000
403.0	Sandoval County Deviated Fixed Route Service (TWO Routes)	Rt A: Jemez Springs; Rt B: Cochiti Lake	US 550 RR Sta. & La Plazuela de Sandoval	Implement deviated fixed route service along two routes.	Transit	County of Sandoval	$1,199,411
404.0	Sandoval County Deviated Fixed Route Service (Cuba Route)	Cuba	US 550 RR Sta. & La Plazuela de Sandoval	Implement deviated fixed route service	Transit	County of Sandoval	$600,000
405.0	Sandoval County Transit Facilities	US 550 & I-25 at Rail Runner Station	also La Plazuela de Sandoval	Construct Transit Facilities at US 550 & I-25, at La Plazuela (Sandoval Co. Judicial Complex) and other locations.	Transit	County of Sandoval	$3,600,000
409.0	Sandoval County Demand Response Bus Service	Serving areas t.b.d.		Implement Demand Response Bus Service	Transit	County of Sandoval	$50,000
612.0	Mid-Region Transit District Service Plan	MRTD-Wide		Develop Service Plan for Regional Transit District	Transit	Mid-Region Transit District	$292,603

PIN	Project Title	From	To	Project Description	Project Type	Lead Agency	Total Est. Project Cost
800.0	AMPA Wide Minor Bike Lane & Bike Route Projects	AMPA Wide	Selected locations t.b.d. by municipalities	Provide bike lanes/routes on roadways as part of a repaving/restriping project or stand-alone minor project.	BP	MRCOG	$5,250,000
670.0	AMPA Wide Maintenance and Rehabilitation Projects	AMPA Wide	Specific projects t.b.d. by municipalities	Highway maintenance rehabiltation projects as necessary @ $1,000,000 per year	H&B Pr	MRCOG	$25,000,000
384.0	AMPA Wide Transportation Surveillance Program	AMPA-wide		Traffic Data Collection for NM Traff. Mon. Sys., HPMS-Hwy. Perf. Mon. Sys., GIS, Traff. Flow data & model devel.	ITS-TSM	MRCOG	$1,452,620
801.0	AMPA Wide Transportation Grant Program for Pedestrian Plans/Studies	AMPA Wide		Support the development of plans and/or studies that facilitate the development of pedestrian projects.	Misc	MRCOG	$300,000
392.1	AMPA Wide JARC	AMPA Wide		Job Access Reverse Commute Program. (Local Non-match listed is est. from ABQ Ride)	Transit	MRCOG	$4,329,915
540.0	Commuter Rail Transit Connections	Various Routes Identified-see MTP	Specific Project Selection t.b.d.	Commuter Rail Connections between Rail Runner Stations & major destinations and residential areas.	Transit	MRCOG	$14,280,000
611.1	AMPA Wide New Freedom Program	AMPA Wide		Provide ADA compliant transit to areas not currently served. (Local Non-match is est. from ABQ Ride) Also see #611	Transit	MRCOG	$2,178,413
421.1	Commuter Rail Service Implementation	Rail Runner Implementation		Purchase rail line Belen to Trinidad (added 11/17/2005); purchase 12 cars for Stage II (added 07/27/2006).	Transit	MRCOG & NMDOT Joint Effort	$80,000,000
422.0	Commuter Rail Quiet Zones	various locations		Implement quiet zones at selected rail crossings	Transit	MRCOG & NMDOT Joint Effort	$620,000
423.0	Commuter Rail, Montano Rail Runner Station	Rail Runner Station at Montano Road		Construct new Rail Runner Station	Transit	MRCOG & NMDOT Joint Effort	$2,800,000
445.0	Commuter Rail O & M	Belen	Bernalillo	Operations & Maintenance of Commuter Rail line. Costs are for Los Lunas-Bernalillo section only, after 2008.	Transit	MRCOG & NMDOT Joint Effort	$0
70.0	Paseo del Volcan ROW Acquisition	Southern Blvd	US 550	Acquire Right-of-Way	Capacity	NMDOT	$10,000,000
408.0	I-25, Tramway Rd to Bernalillo (Reconstruction & Widening)	Tramway Road	South Bernalillo Interchange, Exit 240	Reconstruct & Widen from 4 to 6 lanes	Capacity	NMDOT	$38,770,403
408.1	I-25, Bernalillo to US 550	NM 473, Interchange Exit #240	US 550	Reconstruction & Widening	Capacity	NMDOT	$23,000,000
412.0	I-40, San Mateo to Pennsylvania	San Mateo Blvd	Pennslyvania St	Reconstruct, Widen & Add one lane in each direction	Capacity	NMDOT	$22,328,700
418.2	Paseo del Volcan West Construction	I-40	Unser Blvd.	Construct 2 lane Roadway, Interchange at I-40 & Bike Lanes.	Capacity	NMDOT	$160,590,005
419.0	I-25 Frontage Road Northbound Side	Sunport Blvd, Exit 221	Gibson Blvd, Exit 222	Construction of Frontage Road on Northbound side	Capacity	NMDOT	$2,000,000
441.0	I-25 Widening (Southside)	Rio Bravo Blvd	Gibson Blvd	Reconstruct & Widen from 4 to 6 lanes	Capacity	NMDOT	$11,660,029
448.3	I-25 Widening Isleta Boulevard to MLK	Exit 213 Isleta Blvd Interchange	Dr. Martin Luther King Jr Blvd	Widen from 6 to 8 lanes (To be studied in I-25 Southern Corridor Study)	Capacity	NMDOT	$416,960,000
448.4	I-25 Improvements Los Lunas to Isleta Boulevard	NM 6 in Los Lunas	Isleta Blvd	Various improvements t.b.d. Cost est if for reconstruction & widening.	Capacity	NMDOT	$210,850,000

PIN	Project Title	From	To	Project Description	Project Type	Lead Agency	Total Est. Project Cost
454.0	I-25 & Mesa del Sol Interchange	I-25 New Exit	Mesa del Sol Interchange	Construct New Interchange	Capacity	NMDOT	$22,000,000
471.0	Coors Boulevard Northbound Lane Addition	S.I.P.I.	Coors Bypass	Build an Additional Northbound lane	Capacity	NMDOT	$2,835,500
493.0	NM 528 Rio Rancho Blvd Reconstruction & Widening (C)	Southern Blvd	Northern Blvd	Reconstruct & Widen from 4 to 6 lanes	Capacity	NMDOT	$26,160,000
493.1	NM 528 Rio Rancho Blvd Reconstruction & Widening (D)	Northern Blvd	US 550	Reconstruct to 6 lanes	Capacity	NMDOT	$73,489,999
562.0	I-25 Expansion I-40 to Paseo del Norte	I-40	Paseo del Norte	Reconstruct from 3 to 4 Lanes & Add Auxiliary lane. Also see project #446-Northern Corr. Study.	Capacity	NMDOT	$86,265,000
623.0	I-25 Frontage Road Construction (West Side)	North Belen Interchange NM 109 (Exit 195)	Los Lunas Interchange NM 6 (Exit 203)	Construct a New two-way Frontage Road on the west side of I-25	Capacity	NMDOT	$30,263,400
624.1	I-25 Frontage Road Construction (East Side)	North Belen Interchange NM 109 (Exit 195)	Los Lunas Interchange NM 6 (Exit 203)	Construct a New two-way Frontage Road on the east side of I-25	Capacity	NMDOT	$30,263,400
625.0	NM 6 Widening	approx. 4 miles west of I-25	I-25 & NM 6 Interchange	Widen Roadway, Add 2 lanes	Capacity	NMDOT	$23,823,800
626.0	Los Lunas New Interchange & Roadway (North Side)	I-25	NM 314	Construct New Interchange at I-25 and New 4 lane Roadway eastward to NM 314. Proposed project is just south of Isleta Pueblo Boundary.	Capacity	NMDOT	$38,076,000
51.0	I-40 Louisiana Boulevard Interchange Reconstruction	I-40 at Louisiana Blvd Exit 162 A&B		Reconstruct Interchange. Bike/ped Tunnel & ICE Plan implmentation included	H&B Pr	NMDOT	$17,000,000
400.0	I-40 & Coors Boulevard Interchange Reconstruction	I-40 Exit 155 at Coors Blvd		Reconstruct Interchange	H&B Pr	NMDOT	$90,000,000
401.0	I-40 & West Central Interchange Reconstuction	I-40 Exit 149 at West Central Avenue		Reconstruct interchange	H&B Pr	NMDOT	$23,108,650
410.0	I-40, San Mateo Interchange	Carlisle Blvd	San Mateo Blvd	Reconstruct Interchange and Reconstruct I-40 from Carlisle Blvd to San Mateo Blvd	H&B Pr	NMDOT	$24,443,588
411.0	I-40, Washington St Bridge	Washington Street Bridge over I-40		Reconstruct Bridge & Grade Separation at Washington Street	H&B Pr	NMDOT	$4,829,447
413.0	I-40, Carnuel to Tijeras	Carnuel (MP 173)	Tijeras Interchange	Reconstruct Highway	H&B Pr	NMDOT	$28,643,792
413.1	I-40, Tijeras to Zuzax	Tijeras interchange	Zuzax interchange	Reconstruct Highway	H&B Pr	NMDOT	$12,250,455
413.2	I-40, Zuzax to Sedillo	Zuzax interchange	Sedillo (MP 180.5)	Reconstruct Highway	H&B Pr	NMDOT	$22,500,000
414.0	I-40, 98th Street to Coors Boulevard	98th Street Exit 153	Coors Blvd Exit 155	Reconstruct & Add Auxiliary Lanes and Westbound Climbing Lane.	H&B Pr	NMDOT	$15,700,000
414.2	I-40, West Central to 98th Street	Central Ave Exit 149	98th Street Exit 153	Reconstruct & Add Auxiliary Lanes and Westbound Climbing Lane.	H&B Pr	NMDOT	$11,750,000
416.0	Coors Boulevard Intersection Improvements	Three Intersections at	Gun Club, Arenal, & Pajarito	Reconstruct Intersections and safety improvements	H&B Pr	NMDOT	$6,480,000
416.1	Coors Boulevard: Isleta Pueblo to Rio Bravo	Isleta Pueblo	Rio Bravo Blvd	Reconstruct Roadway	H&B Pr	NMDOT	$9,640,000
416.2	Coors Boulevard: Rio Bravo to Old Coors	Rio Bravo Blvd	Old Coors Blvd	Reconstruct Roadway	H&B Pr	NMDOT	$7,580,000

PIN	Project Title	From	To	Project Description	Project Type	Lead Agency	Total Est. Project Cost
420.2	I-40 Rio Puerco Ramp Modifications	Rio Puerco Interchange Exit 140		Construct ramp modifications	H&B Pr	NMDOT	$4,421,575
420.3	I-40 Eastbound Bridge over Rio Puerco	I-40 Eastbound over Rio Puerco		Bridge Rehab & Deck Replacement	H&B Pr	NMDOT	$5,696,142
424.0	Bridge Rehab/Repl Program	District 3 Wide		Rehabilitate and/or Replace THREE Federal -Aid Bridges	H&B Pr	NMDOT	$11,953,470
424.1	NM 314 over BNSF RR Bridge Deck Replacement	NM 314 bridge over BNSF RR		Replace Bridge Deck	H&B Pr	NMDOT	$2,400,000
424.2	NM 556/313 bridge over North Diversion Channel	NM 556/313 over North Diversion Channel		Bridge Rehabilitation & Deck Replacement	H&B Pr	NMDOT	$2,700,000
424.3	NM 500 Rio Bravo Boulevard, Eastbound Bridge Deck Replacement	NM 500 over Rio Grande		Rehabilitate Bridge	H&B Pr	NMDOT	$3,848,071
424.4	NM 314 bridge over Highline Canal	NM 314 over Highline Canal		Replace Bridge	H&B Pr	NMDOT	$1,848,071
442.0	I-25 & Paseo del Norte Interchange	I-25 Exit 232 at NM 423 Paseo del Norte		Reconstruct Interchange. Includes I-25 from Osuna to Alameda & PdN from 2nd to San Pedro	H&B Pr	NMDOT	$220,000,000
444.0	I-40 Bernalillo County East End (MP 182-184)	NM 217	Bernalillo-Santa Fe County Line	Reconstruct Highway	H&B Pr	NMDOT	$2,840,000
447.0	I-25 & US 550 Interchange	I-25 Exit 242 at US 550		Reconstruct Interchange	H&B Pr	NMDOT	$17,972,035
448.2	I-25 Rio Bravo Interchange	I-25 Exit 220 at NM 550, Rio Bravo Blvd		Reconstruct Interchange (included in I-25 Southern Corridor Study)	H&B Pr	NMDOT	$28,500,000
449.0	I-40 Rehabilitation & Reconstruction (West Side)	Rio Puerco	W. Central Ave, Exit 149	Rehabilitate & Reconstruct Roadway (portions rehab, portions reconst).	H&B Pr	NMDOT	$24,190,000
450.0	I-25 & I-40, Interstate Frontage Road Preservation	AMPA Wide		Rehabiliate Frontage Roads	H&B Pr	NMDOT	$7,256,554
615.0	I-40 Drainage Channel Reconstruction	San Mateo Blvd	Eubank Blvd	Reconstruct Drainage Channel	H&B Pr	NMDOT	$62,000,000
627.0	I-25 Interchange Reconstruction (Los Lunas)	Exit 203, Los Lunas Interchange		Reconstruct Interchange	H&B Pr	NMDOT	$28,500,000
651.0	District 3 Wide Pavement Preservation	AMPS Wide and District 3 Wide		Pavement Preservation on various roadways to be selected.	H&B Pr	NMDOT	$2,000,000
653.0	AMPA Wide Intersection Improvements	various intersections	AMPA Wide	Intersection improvements @ $700,000 per year	H&B Pr	NMDOT	$87,500,000
48.0	ITS - District 3 ITS Deployment	I-25 & I-40	AMPA Wide	Implement ITS Improvements	ITS-TSM	NMDOT	$19,536,517
443.0	US 550 Signal Interconnection	I-25	NM 528	Install Signal Interconnection	ITS-TSM	NMDOT	$643,727
563.0	AMPA Wide Incident Management System	AMPA Wide		Implement system to manage highway incidents	ITS-TSM	NMDOT	$75,000,000
568.0	AMPA Wide Motorist Assistance Courtesy Patrols	AMPA Wide		Expand courtesy patrols (H.E.L.P. vehicles)	ITS-TSM	NMDOT	$5,585,563
420.1	I-40 Rio Puerco Area Interchange Study	Rio Puerco Interchange Vicinity		Conduct study for Rio Puerco Interchange and future needs	Misc	NMDOT	$400,000
446.0	I-25 Northern Corridor Study	Big "I"	San Mateo Blvd	Transportation Study	Misc	NMDOT	$1,098,667
448.0	I-25 Southern Corridor Study	Isleta Pueblo Boundary	Big "I" (I-40)	Transportation Study	Misc	NMDOT	$1,300,000
650.0	District 3 Wide On-Call Planning & Design Support	District 3 Wide Projects T.B.D.		Provide planning & design support on an on-call basis	Misc	NMDOT	$1,697,999

PIN	Project Title	From	To	Project Description	Project Type	Lead Agency	Total Est. Project Cost
652.0	I-25 & I-40 Interstate Landscaping	Sections of Interstate Highways	To Be Selected	Landscaping on various sections of Interstate Highways	Misc	NMDOT	$2,505,187
516.0	I-25 Lane Continuity	South of Comanche Rd	North of Comanche Rd	Add 400 foot lane on southbound side to improve safety and traffic continuity	Safety	NMDOT	$198,750
620.0	AMPA Wide Safety Projects	AMPA wide		Various Safety and Hazard Elimination & Safe Routes to School projects t.b.d. @ $350,000 each FFY. Specific projects may be split as identified.	Safety	NMDOT	$8,050,000
546.0	Moriarty & East Mountains Park & Ride Service	Moriarty	Albuquerque	Connections from Moriarty Park & Ride to Uptown and ATC. Service to start as congestion mitigation for I-40 reconstruction project. Permanent service depends upon ridership and funding.	Transit	NMDOT	$1,250,000
420.4	I-40, Route 66 Casino Ramps & Access Road Improvements	vicinity of I-40 Rio Puerco Interchange		Road Improvements	H&B Pr	Pueblo of Laguna	$2,500,000
571.0	Shaa'skr'a Transit Shuttle to Albuquerque			Purchase vehicle & implement shuttle service to Albuquerque	Transit	Pueblo of Laguna	$45,000
425.1	Roy Avenue Improvements (East Sect.)	Mile Marker #1.26	I-25 Interchange	Reconstruct & Widen from 2 to 4 lanes	Capacity	Pueblo of Sandia	$2,082,000
425.2	Roy Avenue Improvements (West Sect.)	NM 313, 4th Street	Mile Marker #1.26	Reconstruct & Widen from 2 to 4 lanes	Capacity	Pueblo of Sandia	$6,482,800
425.0	NM 313 & NM 556 Intersection Improvements	NM 313 & NM 556, Roy Ave		Intersection Improvements	H&B Pr	Pueblo of Sandia	$979,635
425.3	Sandia RR xings Safety Improvements	RR xings @ N. Farm Rd, N. Sandia Loop and	S. Sandia Loop	Safety Improvements	Safety	Pueblo of Sandia	$101,000
659.0	Santa Ana Pueblo Road Improvements	various roads in Santa Ana Pueblo	roads are in AMPA portion of pueblo	Rehabilitate roadways.	H&B Pr	Pueblo of Santa Ana	$1,760,000
658.0	Santa Ana Pueblo Transit Service			Project development and implementation for transit service from Santa Ana to Rail Runner station and other locations t.b.d. FY 2007 funds for planning & devel.	Transit	Pueblo of Santa Ana	$693,009
819.0	Albuquerque Main Canal Bike Trail (Bernalillo)	Southern Town Boundary	US 550	Construct Bike Trail	BP	Town of Bernalillo	$899,250
822.0	Sheriff's Posse Road Bike Trail	Arroyo Venada	US 550	Construct Bike Trail	BP	Town of Bernalillo	$1,155,000
823.0	Rotary Park Bike Trail (Bernalillo)	Maria Elena Rd	Malinche Court	Construct Bike Trail	BP	Town of Bernalillo	$346,500
824.0	Camino del Pueblo North Bike Lanes	US 550	Northern Bernalillo Town Bdry	Build Bike Lanes	BP	Town of Bernalillo	$907,500
619.0	Bernalillo Railrunner Station Entrance Road	NM 313, Camino del Pueblo	Railrunner Station	Construct (incl Design) new 2 lane roadway, gutters, sidewalks, etc.	Capacity	Town of Bernalillo	$628,000
617.0	Camino Don Tomas	Calle Don Francisco	US 550	Reconstruct 2 lanes & Add/Improve Sidewalks	H&B Pr	Town of Bernalillo	$842,350
618.0	South Hill Road	NM 473	US 550	Reconstruct 2 lanes & Add/Improve Sidewalks	H&B Pr	Town of Bernalillo	$437,152

PIN	Project Title	From	To	Project Description	Project Type	Lead Agency	Total Est. Project Cost
382.0	Bernalillo Main Street Streetscape	NM 473 (Avenida Bernalillo)	US 550	Construct bike/ped, safety, traffic calming, parking improvements	Misc	Town of Bernalillo	$3,650,387
870.0	AMPA Wide Pedestrian Projects	AMPA Wide		Construct minor pedestrian projects such as: ped. Crossings, kiosks, bulb-outs, benches and other amenities	BP	Various/Joint Effort	$6,250,000
437.0	Sunport Boulevard Extension	Broadway	I-25 Exit 221	Construct New 4 lane divided facility	Capacity	Various/Joint Effort	$4,212,500
862.0	Corrales Road Bike & Ped Pathway	Meadowlark Lane	Old Church Rd	Construct Bicycle & Pedestrian Pathway	BP	Village of Corrales	$990,000
657.0	Corrales Access "A" Intersection	NM 528	Northern Blvd	Construct full intersection from NM 528 & Northern Blvd to Don Julio Road	H&B Pr	Village of Corrales	$1,000,000
537.1	Morris Road Bike Lanes	Western Village Bdry	Los Lentes Rd	Build Bike Lanes	BP	Village of Los Lunas	$1,303,500
825.0	NM 314 Bike Lanes	Morris Road	NM 6	Build Bike Lanes	BP	Village of Los Lunas	$2,359,500
826.0	Carson Drive Bike Lanes	Castillo Street	NM 6	Build Bike Lanes	BP	Village of Los Lunas	$2,095,500
827.0	Camelot Boulevard Bike Lanes	Southern Village Bdry	NM 6	Build Bike Lanes	BP	Village of Los Lunas	$1,765,500
828.0	Los Lentes Road Bike Lanes	Morris Rd	Castillo Street	Buiild Bike Lanes	BP	Village of Los Lunas	$412,500
829.0	Castillo Street Bike Lanes	Los Lentes Road	Carson Drive	Build Bike Lanes	BP	Village of Los Lunas	$231,000
830.0	Huning Lateral Multi-Use Trail	Southern Village Bdry	Northern Village Bdry	Construct Unpaved Trail	BP	Village of Los Lunas	$3,300,000
831.0	Sun Ranch Village Road Bike Lanes	Bachelors Street	NM 6	Build Bike Lanes	BP	Village of Los Lunas	$1,254,000
537.0	I-25 New Interchange, Arterial & River Crossing (Los Lunas Area)	I-25 (New Interchange) Los Lunas Area	NM 47	Build New Bridge over River, Build New I-25 Interchange. Project is partially or majority in AMPA depending on final alignment.	Capacity	Village of Los Lunas	$25,016,000
628.0	NM 314 Reconstruction in Los Lunas	NM 6, Main St	Northern Village/Pueblo Boundary	Reconstruct Roadway	H&B Pr	Village of Los Lunas	$12,837,000
653.1	NM 6 Los Lunas Intersection Improvements	various locations in Los Lunas		Construct intersection improvements. NM 6 at: Desert Willow, Emilio Lopez, Los Cerritos, Los Lentes-in Design, NM263, NM47-Done, NM 314-in Design.	H&B Pr	Village of Los Lunas	$3,635,000
596.0	Los Lunas Transportation Center Stage II	Transportation Center at Rail Runner Sta.		Complete second half of building and parking lot.	Transit	Village of Los Lunas	$1,100,000
597.0	Los Lunas Transit Operations & Administration			Operating & Administrative funds for bus service.	Transit	Village of Los Lunas	$341,085
598.0	Los Lunas Rail Runner Shuttle	Sand Sage Rd and "Y" Commercial Dist	Los Lunas Rail Runner Station	Implement two fixed route shuttles.	Transit	Village of Los Lunas	$431,992

PIN	Project Title	From	To	Project Description	Project Type	Lead Agency	Total Est. Project Cost
599.0	Los Lunas JARC			Implement Job Access Reverse Commute program to serve eligible individuals.	Transit	Village of Los Lunas	$151,530
601.0	Los Lunas Transit Bus Replacement Stage I			Vehicle purchase per fleet management plan	Transit	Village of Los Lunas	$85,000
603.0	Los Lunas Transit Bus Replacement Stage II			Vehicle purchase per fleet management plan	Transit	Village of Los Lunas	$45,000
604.0	Los Lunas Transit Bus Replacement Stage III			Vehicle purchase per fleet management plan	Transit	Village of Los Lunas	$45,000
816.0	Rio Grande Boulevard Bike Trail	Montano Road	Ortega Rd	Construct Bike Trail	BP	Village of Los Ranchos de Albuquerque	$2,846,250
4.1	4th Street Improvements Stage II	Shulte Road	Alameda Blvd	Reconstruct to 3 lanes. Add bike lanes (proj #4.2) NOTE: Project may need to split at Ortega Road.	Capacity	Village of Los Ranchos de Albuquerque	$12,870,000
4.0	4th Street Improvements Stage I	Camino Espanol	Shulte Road	Reconstruction	H&B Pr	Village of Los Ranchos de Albuquerque	$4,970,000
				TOTAL Publicly Funded Projects in 2030 MTP			$3,508,835,567

Appendix C

MTP Projects List by Project Identification Number (PIN)

PIN	Project Title	From	To	Project Description	Project Type	Lead Agency	Total Est. Project Cost
1.0	AMPA Wide Bicycle TDM	Albuquerque Metro Area		Bicycle Transportation Demand Management Program	BP	City of Albuquerque	$1,638,577
2.0	AMPA Wide Bicycle/ Pedestrian Safety Education Program	AMPA wide		Bicycle & Pedestrian Safety Education Program	BP	City of Albuquerque	$320,000
2.1	AMPA Wide Comprehensive Project for Bicycling	AMPA Wide		Increase cycling by addressing public education, public relations, maintenance of bikeways, and accountability.	BP	City of Albuquerque	$750,000
4.0	4th Street Improvements Stage I	Camino Espanol	Shulte Road	Reconstruction	H&B Pr	Village of Los Ranchos de Albuquerque	$4,970,000
4.1	4th Street Improvements Stage II	Shulte Road	Alameda Blvd	Reconstruct to 3 lanes. Add bike lanes (proj #4.2) NOTE: Project may need to split at Ortega Road.	Capacity	Village of Los Ranchos de Albuquerque	$12,870,000
10.0	Leon Grande Sidewalks	NM 528	Villa Verde Dr	Construct pedestrian facility.	BP	City of Rio Rancho	$666,667
15.0	Isleta Boulevard Improvements Stage I	Arenal Blvd	Bridge Blvd	Reconstruct & Widen to 3-lanes divided with center left turn lane.	Capacity	County of Bernalillo	$8,985,253
15.1	Isleta Boulevard Improvements Stage II	NM 500, Rio Bravo Blvd	Arenal Blvd	Reconstruct Intersections, includes bicycle, pedestrain & safety improvements.	Capacity	County of Bernalillo	$19,880,000
35.1	ABQ Ride - Park & Ride Facility Development	ABQ Ride Service Area	various locations	Construct Park & Ride facilities at various locations. Includes design, ROW, Env., & Construction.	Transit	City of Albuquerque	$4,012,500
37.0	ABQ Ride - Vehicles & Equipment Purchase (Revenue Vehicles)	ABQ Ride System Wide		Replace buses and associated equipment	Transit	City of Albuquerque	$65,812,465
38.0	ABQ Ride - TDM - Transp. Demand Management	AMPA Wide		Transportation Demand Management Program	TDM	City of Albuquerque	$7,921,862
40.0	ITS - Albuquerque Traffic Management System	Albuquerque City Wide		Replace traffic signal controllers, communications, camera monitoring, other ITS	ITS-TSM	City of Albuquerque	$14,332,864
44.0	ABQ Ride - Transit Enhancements	Albuquerque City Wide		Construct bus shelters, landscaping, bike/ped access, signage, public art	Transit	City of Albuquerque	$867,316
46.0	ABQ Ride - Westside (Daytona) Transit Facility	SW Corner of I-40 & Unser Blvd Interchange		Construct Transit Operations and Maintenance facility	Transit	City of Albuquerque	$3,904,480
48.0	ITS - District 3 ITS Deployment	I-25 & I-40	AMPA Wide	Implement ITS Improvements	ITS-TSM	NMDOT	$19,536,517
51.0	I-40 Louisiana Boulevard Interchange Reconstruction	I-40 at Louisiana Blvd Exit 162 A&B		Reconstruct Interchange. Bike/ped Tunnel & ICE Plan implmentation included	H&B Pr	NMDOT	$17,000,000
55.0	Comanche Road Bike Lanes	I-25	Carlisle	Construct on-street commuter bike lanes	BP	City of Albuquerque	$936,330
57.0	I-40 Trail Crossing at the Rio Grande	Coors Blvd	East side of Rio Grande River	Construct bikeway/trail overcrossing	BP	City of Albuquerque	$3,090,684
58.0	Bear Canyon Arroyo Trail & Overcrossing	I-25	Arroyo del Oso	Construct bikeway/trail facilities	BP	City of Albuquerque	$3,872,031
60.0	I-40 Embudo Trail Connection	North Diversion Channel Trail	Washington Street	Construct paved multi-use trail	BP	City of Albuquerque	$508,081
61.0	North Diversion Channel Trail, Stage II	Balloon Fiesta Park	Alameda Blvd	Construct Bicycle/Pedestrian Trail. Also see proj #61.1 & 436	BP	City of Albuquerque	$784,176
61.1	North Diversion Channel Trail, Stage I	Paseo del Norte	Alameda Blvd.	Extend trail & cross under Paseo del Norte.	BP	City of Albuquerque	$618,750

PIN	Project Title	From	To	Project Description	Project Type	Lead Agency	Total Est. Project Cost
70.0	Paseo del Volcan ROW Acquisition	Southern Blvd	US 550	Acquire Right-of-Way	Capacity	NMDOT	$10,000,000
341.0	ABQ Ride - Transit Facility Rehabilitation	ABQ Ride Wide		Rehabilitate Transit Facilities	Transit	City of Albuquerque	$300,000
345.1	Albuquerque Modern Streetcar	Central Ave Line: Tingley Dr to Carlisle Blv	Sunport Line: Univ, Yale & C. Chavez Blvds.	Contstruct streetcar line. Includes: vehicle purchase, rail, stops, caternaries, wires, maintenance shop, other road improv.	Transit	City of Albuquerque	$224,000,000
347.0	Northern Boulevard Expansion	Acorn Loop	34th Street	Widen from 2 to 4 lanes divided. Add bike lanes (incl. proj #347.1)	Capacity	City of Rio Rancho	$4,310,627
353.0	Southern Boulevard Expansion	Idalia Road	15th Street	Reconstruct & Widen to 4 lane road	Capacity	City of Rio Rancho	$11,279,000
368.0	McMahon Boulevard Extension	Universe Blvd	Unser Blvd	Construct New 4 lane Roadway. Includes #368.5	Capacity	City of Albuquerque	$3,312,266
369.0	2nd Street & Montano Road Intersection Improvements	2nd Street & Montano Road Intersection		Intersection Improvements	H&B Pr	City of Albuquerque	$2,982,000
371.0	Academy Boulevard Medians and Bikeways	San Mateo Blvd	Ventura Street	Construct on-street commuter bike lanes (proj #371.1) and median landscaping	BP	City of Albuquerque	$3,808,000
372.0	I-40 Albuquerque Eastern Gateway	Tramway Blvd Exit 167	Carnuel Interchange Exit 170	Construct visitor center, bike/ped bridge, public art, xeriscaping	Misc	City of Albuquerque	$120,000
373.0	I-40 Albuquerque Western Gateway	Central Ave (Old Rt 66) Exit 149	118th Street Exit	Construct visitor center, bike/ped bridge, public art, xeriscaping	Misc	City of Albuquerque	$133,330
379.0	Route 66 Museum & Visitor Center	Central Avenue at Washington Street		Rehabilitate DeAnza Motel to create Route 66 Heritage Center	Misc	City of Albuquerque	$324,000
381.0	Unser Boulevard Widening Lower Section	Abrazo Road	Farol Road	Reconstruct & Widen from 2 to 4 lanes. Add bike lanes (proj #381.5)	Capacity	City of Rio Rancho	$7,200,000
381.1	Unser Boulevard Widening Middle Section	Farol Road	Progress Blvd	Reconstruct & Widen from 2 to 4 lanes, divided. Add bike lanes (proj #381.4)	Capacity	City of Rio Rancho	$10,350,000
381.2	Unser Boulevard Widening Upper Section	Progress Blvd	US 550	Reconstruct & Widen from 2 to 4 lanes. Add bike lanes (proj #381.3)	Capacity	City of Rio Rancho	$63,168,000
382.0	Bernalillo Main Street Streetscape	NM 473 (Avenida Bernalillo)	US 550	Construct bike/ped, safety, traffic calming, parking improvements	Misc	Town of Bernalillo	$3,650,387
384.0	AMPA Wide Transportation Surveillance Program	AMPA-wide		Traffic Data Collection for NM Traff. Mon. Sys., HPMS-Hwy. Perf. Mon. Sys., GIS, Traff. Flow data & model devel.	ITS-TSM	MRCOG	$1,452,620
391.1	Alvarado Transportation Center Phase III	100 1st Street NW		Renovate & Rehabilitate historic structures, including Amtrak, on the grounds of the ATC.	Transit	City of Albuquerque	$750,000
392.0	ABQ Ride JARC	Albuquerque City Wide		Job Access Reverse Commute Program. Also see #392.1	Transit	City of Albuquerque	$32,300
392.1	AMPA Wide JARC	AMPA Wide		Job Access Reverse Commute Program. (Local Non-match listed is est. from ABQ Ride)	Transit	MRCOG	$4,329,915
394.0	University Boulevard Extension to MdS	Rio Bravo Blvd	Mesa del Sol	Construct New 4 lane divided facility	Capacity	City of Albuquerque	$10,346,442
400.0	I-40 & Coors Boulevard Interchange Reconstruction	I-40 Exit 155 at Coors Blvd		Reconstruct Interchange	H&B Pr	NMDOT	$90,000,000
401.0	I-40 & West Central Interchange Reconstuction	I-40 Exit 149 at West Central Avenue		Reconstruct interchange	H&B Pr	NMDOT	$23,108,650

PIN	Project Title	From	To	Project Description	Project Type	Lead Agency	Total Est. Project Cost
403.0	Sandoval County Deviated Fixed Route Service (TWO Routes)	Rt A: Jemez Springs; Rt B: Cochiti Lake	US 550 RR Sta. & La Plazuela de Sandoval	Implement deviated fixed route service along two routes.	Transit	County of Sandoval	$1,199,411
404.0	Sandoval County Deviated Fixed Route Service (Cuba Route)	Cuba	US 550 RR Sta. & La Plazuela de Sandoval	Implement deviated fixed route service	Transit	County of Sandoval	$600,000
405.0	Sandoval County Transit Facilities	US 550 & I-25 at Rail Runner Station	also La Plazuela de Sandoval	Construct Transit Facilities at US 550 & I-25, at La Plazuela (Sandoval Co. Judicial Complex) and other locations.	Transit	County of Sandoval	$3,600,000
406.0	Double Eagle II Road (PdV) Rehabilitation	Central Avenue	South boundary of DE II Airport	Reconstruct and Widen from 2-lanes to 4-lanes divided highway	Capacity	City of Albuquerque	$14,964,200
406.1	Double Eagle II/Paseo del Volcan Trail & Bike Lanes	Sen. Dennis Chavez Blvd.	City Limits near Petroglyph Nat. Mon.	Construct Hard-Surface Trail to Connect proposed trails.	BP	County of Bernalillo	$13,800,000
408.0	I-25, Tramway Rd to Bernalillo (Reconstruction & Widening)	Tramway Road	South Bernalillo Interchange, Exit 240	Reconstruct & Widen from 4 to 6 lanes	Capacity	NMDOT	$38,770,403
408.1	I-25, Bernalillo to US 550	NM 473, Interchange Exit #240	US 550	Reconstruction & Widening	Capacity	NMDOT	$23,000,000
409.0	Sandoval County Demand Response Bus Service	Serving areas t.b.d.		Implement Demand Response Bus Service	Transit	County of Sandoval	$50,000
410.0	I-40, San Mateo Interchange	Carlisle Blvd	San Mateo Blvd	Reconstruct Interchange and Reconstruct I-40 from Carlisle Blvd to San Mateo Blvd	H&B Pr	NMDOT	$24,443,588
411.0	I-40, Washington St Bridge	Washington Street Bridge over I-40		Reconstruct Bridge & Grade Separation at Washington Street	H&B Pr	NMDOT	$4,829,447
412.0	I-40, San Mateo to Pennsylvania	San Mateo Blvd	Pennslyvania St	Reconstruct, Widen & Add one lane in each direction	Capacity	NMDOT	$22,328,700
413.0	I-40, Carnuel to Tijeras	Carnuel (MP 173)	Tijeras Interchange	Reconstruct Highway	H&B Pr	NMDOT	$28,643,792
413.1	I-40, Tijeras to Zuzax	Tijeras interchange	Zuzax interchange	Reconstruct Highway	H&B Pr	NMDOT	$12,250,455
413.2	I-40, Zuzax to Sedillo	Zuzax interchange	Sedillo (MP 180.5)	Reconstruct Highway	H&B Pr	NMDOT	$22,500,000
414.0	I-40, 98th Street to Coors Boulevard	98th Street Exit 153	Coors Blvd Exit 155	Reconstruct & Add Auxiliary Lanes and Westbound Climbing Lane.	H&B Pr	NMDOT	$15,700,000
414.2	I-40, West Central to 98th Street	Central Ave Exit 149	98th Street Exit 153	Reconstruct & Add Auxiliary Lanes and Westbound Climbing Lane.	H&B Pr	NMDOT	$11,750,000
416.0	Coors Boulevard Intersection Improvements	Three Intersections at	Gun Club, Arenal, & Pajarito	Reconstruct Intersections and safety improvements	H&B Pr	NMDOT	$6,480,000
416.1	Coors Boulevard: Isleta Pueblo to Rio Bravo	Isleta Pueblo	Rio Bravo Blvd	Reconstruct Roadway	H&B Pr	NMDOT	$9,640,000
416.2	Coors Boulevard: Rio Bravo to Old Coors	Rio Bravo Blvd	Old Coors Blvd	Reconstruct Roadway	H&B Pr	NMDOT	$7,580,000
417.0	ABQ Ride - Transit Planning	ABQ Ride System Wide		Facilities & Operations Planning. Includes short, medium and long range planning activities.	Transit	City of Albuquerque	$13,201,250
418.0	Paseo del Volcan (Northern Section) Stage I	Unser Blvd	Iris Rd	Construct New 2 lane Roadway	Capacity	City of Rio Rancho	$3,976,000
418.1	Paseo del Volcan (Northern Section) Stage II	Iris Road	US 550	Construct New 2 lane Roadway	Capacity	City of Rio Rancho	$20,250,000
418.2	Paseo del Volcan West Construction	I-40	Unser Blvd.	Construct 2 lane Roadway, Interchange at I-40 & Bike Lanes.	Capacity	NMDOT	$160,590,005
419.0	I-25 Frontage Road Northbound Side	Sunport Blvd, Exit 221	Gibson Blvd, Exit 222	Construction of Frontage Road on Northbound side	Capacity	NMDOT	$2,000,000
420.1	I-40 Rio Puerco Area Interchange Study	Rio Puerco Interchange Vicinity		Conduct study for Rio Puerco Interchange and future needs	Misc	NMDOT	$400,000

PIN	Project Title	From	To	Project Description	Project Type	Lead Agency	Total Est. Project Cost
420.2	I-40 Rio Puerco Ramp Modifications	Rio Puerco Interchange Exit 140		Construct ramp modifications	H&B Pr	NMDOT	$4,421,575
420.3	I-40 Eastbound Bridge over Rio Puerco	I-40 Eastbound over Rio Puerco		Bridge Rehab & Deck Replacement	H&B Pr	NMDOT	$5,696,142
420.4	I-40, Route 66 Casino Ramps & Access Road Improvements	vicinity of I-40 Rio Puerco Interchange		Road Improvements	H&B Pr	Pueblo of Laguna	$2,500,000
421.1	Commuter Rail Service Implementation	Rail Runner Implementation		Purchase rail line Belen to Trinidad (added 11/17/2005); purchase 12 cars for Stage II (added 07/27/2006).	Transit	MRCOG & NMDOT Joint Effort	$80,000,000
422.0	Commuter Rail Quiet Zones	various locations		Implement quiet zones at selected rail crossings	Transit	MRCOG & NMDOT Joint Effort	$620,000
423.0	Commuter Rail, Montano Rail Runner Station	Rail Runner Station at Montano Road		Construct new Rail Runner Station	Transit	MRCOG & NMDOT Joint Effort	$2,800,000
424.0	Bridge Rehab/Repl Program	District 3 Wide		Rehabilitate and/or Replace THREE Federal -Aid Bridges	H&B Pr	NMDOT	$11,953,470
424.1	NM 314 over BNSF RR Bridge Deck Replacement	NM 314 bridge over BNSF RR		Replace Bridge Deck	H&B Pr	NMDOT	$2,400,000
424.2	NM 556/313 bridge over North Diversion Channel	NM 556/313 over North Diversion Channel		Bridge Rehabilitation & Deck Replacement	H&B Pr	NMDOT	$2,700,000
424.3	NM 500 Rio Bravo Boulevard, Eastbound Bridge Deck Replacement	NM 500 over Rio Grande		Rehabilitate Bridge	H&B Pr	NMDOT	$3,848,071
424.4	NM 314 bridge over Highline Canal	NM 314 over Highline Canal		Replace Bridge	H&B Pr	NMDOT	$1,848,071
425.0	NM 313 & NM 556 Intersection Improvements	NM 313 & NM 556, Roy Ave		Intersection Improvements	H&B Pr	Pueblo of Sandia	$979,635
425.1	Roy Avenue Improvements (East Sect.)	Mile Marker #1.26	I-25 Interchange	Reconstruct & Widen from 2 to 4 lanes	Capacity	Pueblo of Sandia	$2,082,000
425.2	Roy Avenue Improvements (West Sect.)	NM 313, 4th Street	Mile Marker #1.26	Reconstruct & Widen from 2 to 4 lanes	Capacity	Pueblo of Sandia	$6,482,800
425.3	Sandia RR xings Safety Improvements	RR xings @ N. Farm Rd, N. Sandia Loop and	S. Sandia Loop	Safety Improvements	Safety	Pueblo of Sandia	$101,000
426.0	Lisbon Avenue Sidewalk Project Phase II	Southern Blvd	Tarpon Avenue	Construct Sidewalks	BP	City of Rio Rancho	$440,000
429.0	ABQ Ride - Transit Security Equipment Upgrade	ABQ Ride System-wide		Acquisition & Installation of security-related equipment	Transit	City of Albuquerque	$875,000
430.0	ABQ Ride - Transit Technology Upgrade	ABQ Ride System-wide		Rehabilitate, Upgrade & Expand transit technologies	Transit	City of Albuquerque	$5,000,000
431.0	ABQ Ride - Bus Stop Facilities Improvements	ABQ Ride System-wide		Rehabilitate, Upgrade and/or Construct New Bus Shelters and Equipment.	Transit	City of Albuquerque	$3,670,000
432.0	ABQ Ride - Transit Facility Rehabilitation	ABQ Ride System-wide		Rehabilitate & Remodel Transit Facilities	Transit	City of Albuquerque	$2,750,000
433.0	ABQ Ride - Southwest Mesa Park & Ride	Central Avenue at Unser Blvd		Construct park and ride facility	Transit	City of Albuquerque	$2,186,330

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434.0	2nd Street Corridor	I-40	Montano Rd	Widen from 4 to 6 lanes, divided.	Capacity	City of Albuquerque	$9,971,700
435.0	Mid-Block Bicycle/Pedestrian Crossings	5 Locations		Construct Safety Improvements at five (5) mid-block roadway/trail crossing locations on Carlisle, San Mateo, Wyoming, Eubank & Juan Tabo Blvds.	Safety	City of Albuquerque	$375,000
436.0	North Diversion Channel Trail Undercrossings	Menaul, Candelaria, Comanche		Construct Grade Separated Trail Crossings at three locations. Also see proj #61 & 61.1	BP	City of Albuquerque	$1,931,180
437.0	Sunport Boulevard Extension	Broadway	I-25 Exit 221	Construct New 4 lane divided facility	Capacity	Various/Joint Effort	$4,212,500
438.0	Osuna Road Widening	Vista del Norte	Jefferson Street	Widen from 4 to 6 lanes, divided. Includes bike lanes proj #438.1	Capacity	City of Albuquerque	$13,843,125
439.0	Irving Boulevard Widening	Unser Blvd	Rio Los Pinos Dr	Widen from 2 to 4 lanes, divided; includes bike lanes proj #439.1	Capacity	City of Albuquerque	$3,473,008
441.0	I-25 Widening (Southside)	Rio Bravo Blvd	Gibson Blvd	Reconstruct & Widen from 4 to 6 lanes	Capacity	NMDOT	$11,660,029
442.0	I-25 & Paseo del Norte Interchange	I-25 Exit 232 at NM 423 Paseo del Norte		Reconstruct Interchange. Includes I-25 from Osuna to Alameda & PdN from 2nd to San Pedro	H&B Pr	NMDOT	$220,000,000
443.0	US 550 Signal Interconnection	I-25	NM 528	Install Signal Interconnection	ITS-TSM	NMDOT	$643,727
444.0	I-40 Bernalillo County East End (MP 182-184)	NM 217	Bernalillo-Santa Fe County Line	Reconstruct Highway	H&B Pr	NMDOT	$2,840,000
445.0	Commuter Rail O & M	Belen	Bernalillo	Operations & Maintenance of Commuter Rail line. Costs are for Los Lunas-Bernalillo section only, after 2008.	Transit	MRCOG & NMDOT Joint Effort	$0
446.0	I-25 Northern Corridor Study	Big "I"	San Mateo Blvd	Transportation Study	Misc	NMDOT	$1,098,667
447.0	I-25 & US 550 Interchange	I-25 Exit 242 at US 550		Reconstruct Interchange	H&B Pr	NMDOT	$17,972,035
448.0	I-25 Southern Corridor Study	Isleta Pueblo Boundary	Big "I" (I-40)	Transportation Study	Misc	NMDOT	$1,300,000
448.2	I-25 Rio Bravo Interchange	I-25 Exit 220 at NM 550, Rio Bravo Blvd		Reconstruct Interchange (included in I-25 Southern Corridor Study)	H&B Pr	NMDOT	$28,500,000
448.3	I-25 Widening Isleta Boulevard to MLK	Exit 213 Isleta Blvd Interchange	Dr. Martin Luther King Jr Blvd	Widen from 6 to 8 lanes (To be studied in I-25 Southern Corridor Study)	Capacity	NMDOT	$416,960,000
448.4	I-25 Improvements Los Lunas to Isleta Boulevard	NM 6 in Los Lunas	Isleta Blvd	Various improvements t.b.d. Cost est if for reconstruction & widening.	Capacity	NMDOT	$210,850,000
449.0	I-40 Rehabilitation & Reconstruction (West Side)	Rio Puerco	W. Central Ave, Exit 149	Rehabilitate & Reconstruct Roadway (portions rehab, portions reconst).	H&B Pr	NMDOT	$24,190,000
450.0	I-25 & I-40, Interstate Frontage Road Preservation	AMPA Wide		Rehabiliate Frontage Roads	H&B Pr	NMDOT	$7,256,554
452.0	Rio Transit Bus Replacement	Rio Rancho City Wide		Purchase Buses	Transit	City of Rio Rancho	$45,000
453.0	Rio Transit ITS & Buses for Expansion	Rio Rancho City Wide		ITS & Purchase of Buses	Transit	City of Rio Rancho	$45,000
454.0	I-25 & Mesa del Sol Interchange	I-25 New Exit	Mesa del Sol Interchange	Construct New Interchange	Capacity	NMDOT	$22,000,000
456.0	Coors Boulevard & Quail Road Intersection	Coors Blvd at Quail Road		Reconstruct Intersection with Grade Separation	H&B Pr	City of Albuquerque	$19,500,000
457.0	Montano Road Widening (City)	Edith Blvd	I-25	Widen from 4 to 6 lanes	Capacity	City of Albuquerque	$2,500,000

PIN	Project Title	From	To	Project Description	Project Type	Lead Agency	Total Est. Project Cost
457.1	Montano Road Reconstruction (County)	Railroad Tracks	Edith Blvd	Reconstruct & Widen from 4 to 6 lanes	Capacity	County of Bernalillo	$3,418,750
466.0	Unser Boulevard Reconstruction	Dellyne Ave	Montano Rd	Reconstruct Roadway; includes Bile Lanes & Trail proj #466.1	H&B Pr	City of Albuquerque	$4,991,250
467.0	Unser Boulevard Improvements (NW ABQ)	Bandelier Dr	Bernalillo-Sandoval County Line	Reconstruct & Widen Roadway from 2 to 4 lanes	Capacity	City of Albuquerque	$6,800,625
468.0	Paseo del Norte Extension (Eastern Section)	Kimmick Dr	Golf Course Rd	Construct New 4 lane Roadway	Capacity	City of Albuquerque	$11,082,500
469.0	Paseo del Norte Extension (Western Section)	Universe Blvd	Kimmick Dr	Construct New 2 lane Roadway as Stage I	Capacity	City of Albuquerque	$9,485,000
471.0	Coors Boulevard Northbound Lane Addition	S.I.P.I.	Coors Bypass	Build an Additional Northbound lane	Capacity	NMDOT	$2,835,500
472.0	Montano Road Expansion	Coors Blvd	4th Street	Widen from 2 to 4 GP lanes (re-striping)	Capacity	City of Albuquerque	$20,000
476.2	Gibson Boulevard West Bike Trail	Paseo del Volcan	western Albuquerque City Limits	Construct Bike Trail. (Bike lanes if road is built)	BP	County of Bernalillo	$1,608,750
478.2	Unser Boulevard Improvements (SW ABQ)	Southern City Limits (S of S D Chavez)	Central Ave	Widen from 2 to 4 lanes those portions not 4 lanes; includes proj #478.3	Capacity	City of Albuquerque	$3,500,000
484.1	Irving Boulevard Bike Lanes	Universe Blvd	La Paz Dr	Build Bike Lanes.	BP	City of Albuquerque	$1,072,500
489.0	Rainbow Boulevard Extension (Rio Rancho)	Northern Blvd	King Blvd	Construct New 2 lanes; includes Bike Lanes (proj 489.1)	Capacity	City of Rio Rancho	$33,275,000
490.0	30th Street Extension (Broadmoor Dr) - Southern Section	Idalia Rd	Paseo del Volcan	Construct New 2 lane Roadway	Capacity	City of Rio Rancho	$5,676,000
491.0	Arenal Road Reconstruction	Coors Blvd	Tapia Blvd	Reconstruct Roadway	H&B Pr	County of Bernalillo	$5,940,000
491.1	Arenal Road Safety Improvements	Coors Blvd	Tapia Blvd	Safety Improvements	Safety	County of Bernalillo	$667,000
493.0	NM 528 Rio Rancho Blvd Reconstruction & Widening (C)	Southern Blvd	Northern Blvd	Reconstruct & Widen from 4 to 6 lanes	Capacity	NMDOT	$26,160,000
493.1	NM 528 Rio Rancho Blvd Reconstruction & Widening (D)	Northern Blvd	US 550	Reconstruct to 6 lanes	Capacity	NMDOT	$73,489,999
497.0	ABQ Ride Fixed Route Expansions & Revisions	ABQ Ride System Wide	selected routes t.b.d.	Expansion of Bus Service pending vehicle availability, funding and any necessary interagency and intermunicipal agreements.	Transit	City of Albuquerque	$3,750,000
498.4	Unser Boulevard Extension (SW ABQ) Southern Section - Bike Trail	Pajarito Rd	Gun Club Rd	Build Bike Trail. Lanes to be built if/when road is built - not incl. in cost est.	BP	County of Bernalillo	$1,072,500
507.0	Chayote Road Extension	Paseo del Volcan	Enchanted Hills Blvd	Construct New 2 lane Roadway; includes Bike Lanes (proj 507.1)	Capacity	City of Rio Rancho	$10,412,500
508.2	Westside Boulevard Bike Lanes	Golf Course Road	NM 528	Build Bike Lanes	BP	City of Albuquerque	$2,095,500
509.0	Unser Boulevard Improvements (NW ABQ)	Paradise Blvd	Irving Blvd	Reconstruct & Widen from 2 to 4 lanes	Capacity	County of Bernalillo	$4,500,000
510.0	Edith Boulevard Reconstruction & Widening	Candelaria Rd	Montano Rd	Reconstruct & Widen from 2 to 5 lanes	Capacity	County of Bernalillo	$9,050,000

PIN	Project Title	From	To	Project Description	Project Type	Lead Agency	Total Est. Project Cost
511.0	Isleta Boulevard (NM 314) Intersection Improvements	Isleta Pueblo Boundary	Rio Bravo Blvd	Intersection Improvements and Safety Improvements	H&B Pr	County of Bernalillo	$4,260,000
511.1	Isleta Boulevard (NM 314) Bike Lanes/Trail	Isleta Pueblo Boundary	Rio Bravo Blvd	Build Bike Lanes/Trail	BP	County of Bernalillo	$13,810,500
512.0	Alameda Boulevard Reconstruction	Ventura Blvd	Eubank Blvd	Reconstruct 2 lane Roadway and Bike Lanes & Trail	H&B Pr	County of Bernalillo	$5,950,000
512.1	Eubank Boulevard Reconstruction	Paseo del Norte	Alameda Blvd	Recsontruct 2 lane Roadway and Bike Lanes & Trail	H&B Pr	County of Bernalillo	$4,742,500
515.2	Lead Ave & Coal Ave Lane Reduction	I-25	Washington St	Reduce Lanes, move curb, gutter, sidewalk, drainage inlets, etc. Add bike lanes (proj #515.3)	Capacity	City of Albuquerque	$38,000,000
516.0	I-25 Lane Continuity	South of Comanche Rd	North of Comanche Rd	Add 400 foot lane on southbound side to improve safety and traffic continuity	Safety	NMDOT	$198,750
533.0	Irving Boulevard Reconstruction & Widening (C)	La Paz Dr	Unser Blvd	Reconstruct & Widen from 2 to 4 lanes, includes Bike Lanes	Capacity	City of Albuquerque	$6,937,500
536.0	40th Street Extension (Stage II)	Idalia Road	Paseo del Volcan	Construct New 2 lane Roadway	Capacity	City of Rio Rancho	$5,848,000
537.0	I-25 New Interchange, Arterial & River Crossing (Los Lunas Area)	I-25 (New Interchange) Los Lunas Area	NM 47	Build New Bridge over River, Build New I-25 Interchange. Project is partially or majority in AMPA depending on final alignment.	Capacity	Village of Los Lunas	$25,016,000
537.1	Morris Road Bike Lanes	Western Village Bdry	Los Lentes Rd	Build Bike Lanes	BP	Village of Los Lunas	$1,303,500
538.0	Eubank Boulevard Improvements (North End)	San Antonio Dr/Academy Blvd	Paseo del Norte	Reconstruct & Widen from 2 to 4 lanes	Capacity	County of Bernalillo	$20,800,000
539.0	El Pueblo Road	2nd Street	Edith Blvd.	Reconstruct from 2 to 4 lanes & Safety improvements	Capacity	County of Bernalillo	$4,560,000
540.0	Commuter Rail Transit Connections	Various Routes Identified-see MTP	Specific Project Selection t.b.d.	Commuter Rail Connections between Rail Runner Stations & major destinations and residential areas.	Transit	MRCOG	$14,280,000
542.0	Pajarito Road Bike Trail/Lanes	118th Street	Isleta Drainage Channel	Construct Bike Trail/Lanes	BP	County of Bernalillo	$5,346,000
543.0	Cherry Road Safety Project	Unser Blvd	10th St	Pedestrian Crossing Improv., Bike Lane Addition, ADA ramps, other safety features	Safety	City of Rio Rancho	$166,000
544.0	Broadmoor Boulevard & 8th Avenue Safety Project	vicinity of Stapleton Elementary School		Roadway Improvements, Sidewalks, Curb, Gutter, Pedestrian Crossing Improvements	Safety	City of Rio Rancho	$293,000
546.0	Moriarty & East Mountains Park & Ride Service	Moriarty	Albuquerque	Connections from Moriarty Park & Ride to Uptown and ATC. Service to start as congestion mitigation for I-40 reconstruction project. Permanent service depends upon ridership and funding.	Transit	NMDOT	$1,250,000
550.0	2nd Street Improvements (South Valley)	Prosperity Avenue	Rio Bravo Blvd.	Reconstruct & Widen from 2 to 4 lanes & Intersection Improvements	Capacity	County of Bernalillo	$6,460,000
555.1	Bluewater Road Bike Lanes	98th St	90th St	Build Bike Lanes	BP	City of Albuquerque	$825,000
562.0	I-25 Expansion I-40 to Paseo del Norte	I-40	Paseo del Norte	Reconstruct from 3 to 4 Lanes & Add Auxiliary lane. Also see project #446-Northern Corr. Study.	Capacity	NMDOT	$86,265,000
563.0	AMPA Wide Incident Management System	AMPA Wide		Implement system to manage highway incidents	ITS-TSM	NMDOT	$75,000,000

PIN	Project Title	From	To	Project Description	Project Type	Lead Agency	Total Est. Project Cost
568.0	AMPA Wide Motorist Assistance Courtesy Patrols	AMPA Wide		Expand courtesy patrols (H.E.L.P. vehicles)	ITS-TSM	NMDOT	$5,585,563
571.0	Shaa'skr'a Transit Shuttle to Albuquerque			Purchase vehicle & implement shuttle service to Albuquerque	Transit	Pueblo of Laguna	$45,000
578.0	Alameda Boulevard Widening	Edith Blvd	I-25	Widen from 4 to 6 lanes	Capacity	City of Albuquerque	$4,070,000
578.1	Alameda Boulevard Bike Lanes & Trail	Edith Blvd	I-25	Build Bike Lanes & Trail	BP	City of Albuquerque	$3,539,250
581.0	Channel Road Construction	Osuna Blvd	Alameda Blvd	Construct New 2 lane Roadway with east-west connection	Capacity	City of Albuquerque	$9,460,000
582.0	Chayote Road Extension	Idalia Road	Paseo del Volcan	Construct New 2 lane roadway	Capacity	City of Rio Rancho	$4,945,000
584.0	Eubank Boulevard Widening	Montgomery Blvd	Juan Tabo Blvd	Widen from 4 to 6 Lanes	Capacity	City of Albuquerque	$17,570,000
584.1	Eubank Boulevard Bear Arroyo Trail Overcrossing	Eubank Blvd at Bear Arroyo Trail		Construct Overcrossing for Trail	BP	City of Albuquerque	$3,000,000
585.1	Wyoming Boulevard Widening (Northside)	Academy Blvd	Paseo del Norte	Widen from 4 to 6 lanes.	Capacity	City of Albuquerque	$7,000,000
592.0	Singer Boulevard Bridge Widening	Bridge over North Diversion Channel		Construct new 2 lane bridge to make total of 4 lanes.	Capacity	City of Albuquerque	$4,000,000
592.1	Singer Boulevard Bike Lanes	Chappel Dr	Jefferson St	Build Bike Lanes.	BP	City of Albuquerque	$825,000
592.2	Jefferson Street Bike Lanes	Singer Blvd	Paseo del Norte	Construct Bike Lanes	BP	City of Albuquerque	$3,930,300
593.0	Central Avenue & Juan Tabo Blvd Intersection Improvements	Central at Juan Tabo		Reconstruct Intersection and Improve Safety. Add turn lanes & improvements on Juan Tabo to Southern Blvd.	H&B Pr	City of Albuquerque	$5,000,000
596.0	Los Lunas Transportation Center Stage II	Transportation Center at Rail Runner Sta.		Complete second half of building and parking lot.	Transit	Village of Los Lunas	$1,100,000
597.0	Los Lunas Transit Operations & Administration			Operating & Administrative funds for bus service.	Transit	Village of Los Lunas	$341,085
598.0	Los Lunas Rail Runner Shuttle	Sand Sage Rd and "Y" Commercial Dist	Los Lunas Rail Runner Station	Implement two fixed route shuttles.	Transit	Village of Los Lunas	$431,992
599.0	Los Lunas JARC			Implement Job Access Reverse Commute program to serve eligible individuals.	Transit	Village of Los Lunas	$151,530
600.2	Progress Boulevard (Western Section)	Rainbow Blvd	Unser Blvd	Construct New 2 lane Roadway, include Bike Route (proj #600.1)	Capacity	City of Rio Rancho	$11,567,000
601.0	Los Lunas Transit Bus Replacement Stage I			Vehicle purchase per fleet management plan	Transit	Village of Los Lunas	$85,000
602.1	Saratoga Drive Sidewalks	Rockaway Blvd	Northern Blvd	Construct Sidewalks	BP	City of Rio Rancho	$1,327,500
603.0	Los Lunas Transit Bus Replacement Stage II			Vehicle purchase per fleet management plan	Transit	Village of Los Lunas	$45,000
604.0	Los Lunas Transit Bus Replacement Stage III			Vehicle purchase per fleet management plan	Transit	Village of Los Lunas	$45,000
611.0	ABQ Ride - New Freedom Program	AMPA-Wide		Provide ADA compliant transit to areas not currently served. Also see #611.1	Transit	City of Albuquerque	$14,700

PIN	Project Title	From	To	Project Description	Project Type	Lead Agency	Total Est. Project Cost
611.1	AMPA Wide New Freedom Program	AMPA Wide		Provide ADA compliant transit to areas not currently served. (Local Non-match is est. from ABQ Ride) Also see #611	Transit	MRCOG	$2,178,413
612.0	Mid-Region Transit District Service Plan	MRTD-Wide		Develop Service Plan for Regional Transit District	Transit	Mid-Region Transit District	$292,603
613.0	Idalia Road Reconstruction (NE End)	Iris Road	NM 528	Reconstruct Roadway. 2 lanes with shoulders and geometric improvements. Includes Bike Lanes (proj 613.1)	H&B Pr	City of Rio Rancho	$12,177,000
613.2	Idalia Road Reconstruction	40th Street	Iris Road	Reconstruct Highway and Build Bike Lanes	H&B Pr	City of Rio Rancho	$10,197,000
614.0	Iris Road Reconstruction & Widening	Idalia Road	Paseo del Volcan	Reconstruct & Widen from 2 to 3 lanes	Capacity	City of Rio Rancho	$2,737,000
615.0	I-40 Drainage Channel Reconstruction	San Mateo Blvd	Eubank Blvd	Reconstruct Drainage Channel	H&B Pr	NMDOT	$62,000,000
616.0	Coors Corridor Study	Bridge Blvd	NM 528	Identify Transportation Management strategies to implement in upcoming years	Misc	City of Albuquerque	$800,000
617.0	Camino Don Tomas	Calle Don Francisco	US 550	Reconstruct 2 lanes & Add/Improve Sidewalks	H&B Pr	Town of Bernalillo	$842,350
618.0	South Hill Road	NM 473	US 550	Reconstruct 2 lanes & Add/Improve Sidewalks	H&B Pr	Town of Bernalillo	$437,152
619.0	Bernalillo Railrunner Station Entrance Road	NM 313, Camino del Pueblo	Railrunner Station	Construct (incl Design) new 2 lane roadway, gutters, sidewalks, etc.	Capacity	Town of Bernalillo	$628,000
620.0	AMPA Wide Safety Projects	AMPA wide		Various Safety and Hazard Elimination & Safe Routes to School projects t.b.d. @ $350,000 each FFY. Specific projects may be split as identified.	Safety	NMDOT	$8,050,000
621.0	Isleta Boulevard: El Camino Real/Route 66 National Scenic Byways	Urban Plaza on Isleta Blvd		Construct urban plaza and interpretation center on Isleta Blvd.	Misc	County of Bernalillo	$141,000
623.0	I-25 Frontage Road Construction (West Side)	North Belen Interchange NM 109 (Exit 195)	Los Lunas Interchange NM 6 (Exit 203)	Construct a New two-way Frontage Road on the west side of I-25	Capacity	NMDOT	$30,263,400
624.1	I-25 Frontage Road Construction (East Side)	North Belen Interchange NM 109 (Exit 195)	Los Lunas Interchange NM 6 (Exit 203)	Construct a New two-way Frontage Road on the east side of I-25	Capacity	NMDOT	$30,263,400
625.0	NM 6 Widening	approx. 4 miles west of I-25	I-25 & NM 6 Interchange	Widen Roadway, Add 2 lanes	Capacity	NMDOT	$23,823,800
626.0	Los Lunas New Interchange & Roadway (North Side)	I-25	NM 314	Construct New Interchange at I-25 and New 4 lane Roadway eastward to NM 314. Proposed project is just south of Isleta Pueblo Boundary.	Capacity	NMDOT	$38,076,000
627.0	I-25 Interchange Reconstruction (Los Lunas)	Exit 203, Los Lunas Interchange		Reconstruct Interchange	H&B Pr	NMDOT	$28,500,000
628.0	NM 314 Reconstruction in Los Lunas	NM 6, Main St	Northern Village/Pueblo Boundary	Reconstruct Roadway	H&B Pr	Village of Los Lunas	$12,837,000
629.0	Paradise Boulevard Widening	La Paz Drive	Justin Drive	Widen from 2 to 4 lanes	Capacity	City of Albuquerque	$7,782,500
650.0	District 3 Wide On-Call Planning & Design Support	District 3 Wide Projects T.B.D.		Provide planning & design support on an on-call basis	Misc	NMDOT	$1,697,999

PIN	Project Title	From	To	Project Description	Project Type	Lead Agency	Total Est. Project Cost
651.0	District 3 Wide Pavement Preservation	AMPS Wide and District 3 Wide		Pavement Preservation on various roadways to be selected.	H&B Pr	NMDOT	$2,000,000
652.0	I-25 & I-40 Interstate Landscaping	Sections of Interstate Highways	To Be Selected	Landscaping on various sections of Interstate Highways	Misc	NMDOT	$2,505,187
652.1	I-25 & I-40: Big "I" Landscaping	I-25 & I-40 Interchange		Landscaping throughout Big "I" Interchange	Misc	City of Albuquerque	$5,000,000
653.0	AMPA Wide Intersection Improvements	various intersections	AMPA Wide	Intersection improvements @ $700,000 per year	H&B Pr	NMDOT	$87,500,000
653.1	NM 6 Los Lunas Intersection Improvements	various locations in Los Lunas		Construct intersection improvements. NM 6 at: Desert Willow, Emilio Lopez, Los Cerritos, Los Lentes-in Design, NM263, NM47-Done, NM 314-in Design.	H&B Pr	Village of Los Lunas	$3,635,000
655.0	Unser Boulevard & Central Avenue Intersection Reconstruction	Unser Blvd fr Bridge Bl to Bluewater Rd	Central Ave fr Volcano Rd to 76th St	Reconstruct & redesign to provide Transit Oriented Activity Center	Misc	City of Albuquerque	$1,780,000
656.0	TOD-Land Use Feasibility Study for North Valley	Neighborhood near:	12th St-4th St & I-40-Candelaria	Conduct land use and transportation feasibility study (including use of roundabouts)	Misc	City of Albuquerque	$100,000
657.0	Corrales Access "A" Intersection	NM 528	Northern Blvd	Construct full intersection from NM 528 & Northern Blvd to Don Julio Road	H&B Pr	Village of Corrales	$1,000,000
658.0	Santa Ana Pueblo Transit Service			Project development and implementation for transit service from Santa Ana to Rail Runner station and other locations t.b.d. FY 2007 funds for planning & devel.	Transit	Pueblo of Santa Ana	$693,009
659.0	Santa Ana Pueblo Road Improvements	various roads in Santa Ana Pueblo	roads are in AMPA portion of pueblo	Rehabilitate roadways.	H&B Pr	Pueblo of Santa Ana	$1,760,000
670.0	AMPA Wide Maintenance and Rehabilitation Projects	AMPA Wide	Specific projects t.b.d. by municipalities	Highway maintenance rehabiltation projects as necessary @ $1,000,000 per year	H&B Pr	MRCOG	$25,000,000
800.0	AMPA Wide Minor Bike Lane & Bike Route Projects	AMPA Wide	Selected locations t.b.d. by municipalities	Provide bike lanes/routes on roadways as part of a repaving/restriping project or stand-alone minor project.	BP	MRCOG	$5,250,000
801.0	AMPA Wide Transportation Grant Program for Pedestrian Plans/Studies	AMPA Wide		Support the development of plans and/or studies that facilitate the development of pedestrian projects.	Misc	MRCOG	$300,000
801.8	Albuquerque City - Walkable Streets	Two segement of two streets, t.b.d.		Implement design concepts (fr Great Streets Facility Plan)	BP	City of Albuquerque	$2,090,000
802.0	Central Avenue Streetscape & Pedestrian Improvements, Stage I	Girard Blvd	Louisiana Blvd	Implement streetscape improvements and pedestrian amenities	Misc	City of Albuquerque	$5,782,500
802.1	Central Avenue Streetscape & Pedestrian Improvements, Stage II	Louisiana Blvd	Tramway Blvd	Implement streetscape improvements and pedestrian amenities	Misc	City of Albuquerque	$9,562,500
802.3	West Central Avenue Streetscape Improvements	Western City Limits	Unser Boulevard	Construct median streetscape improvements.	Misc	City of Albuquerque	$880,000
802.4	San Mateo Boulevard Streetscape Improvements	I-40	Montgomery Blvd	Construct median streetscape improvements	Misc	City of Albuquerque	$880,000
802.5	Coors Boulevard Streetscape Improvements	Montano Road	Paseo del Norte	Construct median streetscape improvements	Misc	City of Albuquerque	$880,000
802.6	Central Avenue (EDO) Streetscape	Railroad	I-25	Implement streetscape improvements and pedestrian amenities	Misc	City of Albuquerque	$1,350,000
802.7	12th Street & Menaul Boulevard Streetscape	12th St fr Sawmill Rd to Woodland Ave	Menaul Blvd fr 17th St to 9th St	Implement streetscape improvements and pedestrian amenities	Misc	City of Albuquerque	$3,375,000
804.0	Constitution Avenue Bike Lanes	Stanford Dr	San Pedro Blvd	Build Bike Lanes	BP	City of Albuquerque	$2,310,000

PIN	Project Title	From	To	Project Description	Project Type	Lead Agency	Total Est. Project Cost
805.0	North Pino Arroyo Bike Trail	North Diversion Channel Trail	Tiburon Street	Construct Bike Trail	BP	City of Albuquerque	$519,750
806.0	Wyoming Boulevard Bike Trail Overcrossing at Bear Arroyo	Wyoming Blvd at Bear Arroyo		Construct Overcrossing	BP	City of Albuquerque	$3,000,000
807.0	Eubank Boulevard Bike Lanes	Southern Blvd	Central Ave	Implement bike lanes	BP	City of Albuquerque	$561,000
808.0	San Mateo - Osuna Road Overcrossing & Trail	I-25	Arroy del Oso Golf Course	Construct Overcrossing & Trail along Bear Canyon Arroyo	BP	City of Albuquerque	$9,000,000
809.0	Candelaria Road Bike Lanes	Rio Grande Blvd	I-25	Construct Bike Lanes	BP	City of Albuquerque	$4,620,000
811.0	8th Street Bike Lanes	Ave de Cesar Chavez	Lead Ave	Build Bike Lanes	BP	City of Albuquerque	$1,419,000
812.0	Amale Arroyo del Norte Bike Trail	Sage Road	San Ygnacio Rd	Construct Bike Trail	BP	City of Albuquerque	$330,000
814.0	Menaul Boulevard Bike Lanes, Stage I	Tramway Blvd	Monte Largo Dr	Implement Bike Lanes	BP	City of Albuquerque	$825,000
814.1	Menaul Boulevard Bike Lanes, Stage II	Morris St	Tramway Blvd	Build Bike Lanes	BP	City of Albuquerque	$2,541,000
816.0	Rio Grande Boulevard Bike Trail	Montano Road	Ortega Rd	Construct Bike Trail	BP	Village of Los Ranchos de Albuquerque	$2,846,250
819.0	Albuquerque Main Canal Bike Trail (Bernalillo)	Southern Town Boundary	US 550	Construct Bike Trail	BP	Town of Bernalillo	$899,250
820.0	Bosque Trail Bike Path (Rio Rancho)	NM 448, Corrales Rd	City limits at Town of Bernalillo	Construct Bike Trail/Path	BP	City of Rio Rancho	$2,904,000
822.0	Sheriff's Posse Road Bike Trail	Arroyo Venada	US 550	Construct Bike Trail	BP	Town of Bernalillo	$1,155,000
823.0	Rotary Park Bike Trail (Bernalillo)	Maria Elena Rd	Malinche Court	Construct Bike Trail	BP	Town of Bernalillo	$346,500
824.0	Camino del Pueblo North Bike Lanes	US 550	Northern Bernalillo Town Bdry	Build Bike Lanes	BP	Town of Bernalillo	$907,500
825.0	NM 314 Bike Lanes	Morris Road	NM 6	Build Bike Lanes	BP	Village of Los Lunas	$2,359,500
826.0	Carson Drive Bike Lanes	Castillo Street	NM 6	Build Bike Lanes	BP	Village of Los Lunas	$2,095,500
827.0	Camelot Boulevard Bike Lanes	Southern Village Bdry	NM 6	Build Bike Lanes	BP	Village of Los Lunas	$1,765,500
828.0	Los Lentes Road Bike Lanes	Morris Rd	Castillo Street	Buiild Bike Lanes	BP	Village of Los Lunas	$412,500
829.0	Castillo Street Bike Lanes	Los Lentes Road	Carson Drive	Build Bike Lanes	BP	Village of Los Lunas	$231,000
830.0	Huning Lateral Multi-Use Trail	Southern Village Bdry	Northern Village Bdry	Construct Unpaved Trail	BP	Village of Los Lunas	$3,300,000
831.0	Sun Ranch Village Road Bike Lanes	Bachelors Street	NM 6	Build Bike Lanes	BP	Village of Los Lunas	$1,254,000

PIN	Project Title	From	To	Project Description	Project Type	Lead Agency	Total Est. Project Cost
832.0	Tijeras Arroyo Bike & Pedestrian Trail, Stage II	South Diversion Channel	University Blvd	Construct Bike/Pedestrian Trail	BP	County of Bernalillo	$1,800,000
833.0	Alameda Boulevard Bike & Pedestrian Trail	4th St	North Diversion Channel	Construct Bike & Pedestrain Trail	BP	County of Bernalillo	$2,350,000
834.0	Paradise Boulevard Feasibility Study & Trail	City Limits west of La Paz	Golf Course Rd	Complete feasibility study and Construct trail to connect existing trails.	BP	County of Bernalillo	$950,000
835.0	Paseo del Norte (NE) Bike Trail	Tennyson St	Tramway Blvd	Construct Trail to connect existing trails.	BP	County of Bernalillo	$460,000
836.0	Frost Road Bike Trail	NM 14	Valle Hermosa Rd	Construct Hard-Surface Trail to connect existing trails and bike lanes.	BP	County of Bernalillo	$5,500,000
837.0	Mountain Valley Road Shoulder Improvements	I-40	section with existing shoulders	Improve & Widen Shoulders to accommodate bicycles and improve safety	BP	County of Bernalillo	$250,000
838.0	Gun Club Road Bike Lanes/Trail, Stage I	118th St	NM 314, Isleta Blvd	Build Bike Lanes/Trail	BP	County of Bernalillo	$9,058,500
838.1	Gun Club Road Bike Trail/Lanes, Stage II	Paseo del Volcan	118th St	Build Bike Lanes/Trail	BP	County of Bernalillo	$5,742,000
839.0	Baranca Arroyo Trail	Unser Blvd	NM 528	Construct Bike Trail	BP	City of Rio Rancho	$5,849,250
840.0	Montoyas Arroyo Trail	Unser Blvd	NM 528	Construct Bike Trail	BP	City of Rio Rancho	$3,630,000
841.0	Venado Arroyo Trail	Unser Blvd	Utility Easement	Construct Bike Trail	BP	City of Rio Rancho	$3,828,000
842.0	Utility Easement Trail	County Line	Paseo del Volcan	Construct Bike Trail	BP	City of Rio Rancho	$6,839,250
843.0	Griegos Lateral Trail Crossing	Greigos Lateral crosses Griegos Drain	near Anderson Field	Construct Multi-Use Bridge	BP	County of Bernalillo	$600,000
844.0	North Valley Demonstration Project (Alameda Drain)	Griegos Rd	Chavez Ave/Osuna Rd	Construct Bike Trail	BP	County of Bernalillo	$874,500
845.0	10th Street Bike Lanes	Lead Ave	Marquette Ave	Implement Bike Lanes	BP	City of Albuquerque	$742,500
846.0	Raymac Road Bike Trail/Lanes	Paseo del Volcan	Isleta Drainage Channel	Construct Bike Trail/Lanes	BP	County of Bernalillo	$10,147,500
847.0	Juan Tablo Boulevard Bear Arroyo Trail Overcrossing	Juan Tabo Blvd at Bear Arroyo Trail		Construct Overcrossing for Trail	BP	City of Albuquerque	$4,500,000
848.0	Osuna Road North Diversion Channel Trail Overcrossing	Osuan Rd at N. Diversion Ch. Trail		Construct Overcrossing for Trail	BP	City of Albuquerque	$4,500,000
849.0	Osuna Road Bike Lanes/Trail	2nd St	Vista del Norte	Build Bike Lanes/Trail.	BP	City of Albuquerque	$3,069,000
850.0	Avenida Cesar Chavez Bike Lanes	Broadway	Yale Blvd	Build Bike Lanes	BP	City of Albuquerque	$2,310,000
851.0	2nd Street Bike Lanes & Trail	Matthew Ave	Osuna Rd	Build Bike Lanes & Trail	BP	City of Albuquerque	$6,311,250
852.0	Eubank Boulevard Bike Lanes (NE)	Osuna Rd	Academy Blvd	Build Bike Lanes	BP	City of Albuquerque	$2,310,000
853.0	Spain Road Bike Lanes	Juan Tabo Blvd	Tramway Blvd	Build Bike Lanes	BP	City of Albuquerque	$1,881,000

PIN	Project Title	From	To	Project Description	Project Type	Lead Agency	Total Est. Project Cost
854.0	University Boulevard Bike Lanes	Avenida Cesar Chavez	Lomas Blvd	Build Bike Lanes	BP	City of Albuquerque	$2,640,000
855.0	Golf Course Road Bike Lanes, Stage I	Taylor Ranch Road	Paseo del Norte	Build Bike Lanes	BP	City of Albuquerque	$2,640,000
855.1	Golf Course Road Bike Lanes, Stage II	Paseo del Norte	Paradise Blvd	Build Bike Lanes	BP	City of Albuquerque	$1,204,500
856.0	Piedras Marcada Arroyo Bike Trail	Paseo del Norte	Dam	Construct Bike Trail	BP	City of Albuquerque	$511,500
858.0	Ladera Drive Bike Lanes	Unser Blvd	Ouray Road	Build Bike Lanes	BP	City of Albuquerque	$1,732,500
859.0	Morris Street Bike Lanes	Lomas Blvd	Menaul Blvd	Build Bike Lanes	BP	City of Albuquerque	$2,475,000
860.0	Fortuna Road Bike Lanes/Trail	NM 345, Unser Blvd	NM 45, Coors Blvd	Build Bike Lanes/Trail	BP	City of Albuquerque	$2,326,500
861.0	Calabacillas Arroyo Bike Trail	Golf Course Road	Rio Grande	Construct Bike Trail	BP	City of Albuquerque	$1,526,250
862.0	Corrales Road Bike & Ped Pathway	Meadowlark Lane	Old Church Rd	Construct Bicycle & Pedestrian Pathway	BP	Village of Corrales	$990,000
863.0	Baltic Avenue Sidewalks	Southern Blvd	Pecos Loop	Construct Sidewalks	BP	City of Rio Rancho	$787,500
870.0	AMPA Wide Pedestrian Projects	AMPA Wide		Construct minor pedestrian projects such as: ped. Crossings, kiosks, bulb-outs, benches and other amenities	BP	Various/Joint Effort	$6,250,000
				TOTAL Publicly Funded Projects in 2030 MTP			$3,508,835,567

Appendix D

MTP Projects List by Project Title

PIN	Project Title	From	To	Project Description	Project Type	Lead Agency	Total Est. Project Cost
575.0	106th Street Extension	Eucariz Ave	Central Ave	Construct New 2 lane road; includes Bike Lanes	Capacity	Private	$1,368,500
845.0	10th Street Bike Lanes	Lead Ave	Marquette Ave	Implement Bike Lanes	BP	City of Albuquerque	$742,500
505.0	118th Street (NW ABQ)	Ladera Dr	Lower St	Construct New 2 lane Roadway; includes Bike Lanes & Trail	Capacity	Private	$6,639,500
526.0	118th Street (SW ABQ) Lower Section	Sen Dennis Chavez Blvd	De Vargas Road	Construct New 2 lane Roadway; includes Bike lanes & Trail	Capacity	Private	$8,130,000
495.0	118th Street (SW ABQ) Upper Section	Gibson Blvd West	Central Ave	Construct New 4 lane Roadway; includes Bike Lanes & Trail	Capacity	Private	$19,444,748
526.1	118th Street Bike Lanes (Middle Sect B)	City Limits (Antler Tool Rd)	Amole Arroyo	Build Bike Lanes	BP	Private	$2,805,000
526.2	118th Street Bike Trail (Middle Sect A)	Pajarito Rd	Antler Tool Rd	Construct Bike Trail (Bike Lanes if road is built)	BP	Private	$1,980,000
526.4	118th Street Bike Trail (Northern Section)	De Vargas Rd	I-40	Build Bike Trail	BP	Private	$1,237,500
526.3	118th Street Bike Trail (Southern Section)	Isleta Pueblo Boundary Area	Pajarito Rd	Construct Bike Trail (Bike Lanes if road is built)	BP	Private	$2,268,750
802.7	12th Street & Menaul Boulevard Streetscape	12th St fr Sawmill Rd to Woodland Ave	Menaul Blvd fr 17th St to 9th St	Implement streetscape improvements and pedestrian amenities	Misc	City of Albuquerque	$3,375,000
369.0	2nd Street & Montano Road Intersection Improvements	2nd Street & Montano Road Intersection		Intersection Improvements	H&B Pr	City of Albuquerque	$2,982,000
851.0	2nd Street Bike Lanes & Trail	Matthew Ave	Osuna Rd	Build Bike Lanes & Trail	BP	City of Albuquerque	$6,311,250
434.0	2nd Street Corridor	I-40	Montano Rd	Widen from 4 to 6 lanes, divided.	Capacity	City of Albuquerque	$9,971,700
550.0	2nd Street Improvements (South Valley)	Prosperity Avenue	Rio Bravo Blvd.	Reconstruct & Widen from 2 to 4 lanes & Intersection Improvements	Capacity	County of Bernalillo	$6,460,000
490.1	30th Street Extension (Broadmoor Dr) - Bike Lanes	Paseo del Volcan	Progress Blvd	Build Bike Lanes	BP	Private	$2,079,000
490.0	30th Street Extension (Broadmoor Dr) - Southern Section	Idalia Rd	Paseo del Volcan	Construct New 2 lane Roadway	Capacity	City of Rio Rancho	$5,676,000
490.2	30th Street Extension (Broadmoor) - Middle Section	Paseo del Volcan	Progress Blvd	Construct New 2 lane Roadway	Capacity	Private	$4,730,000
490.3	30th Street Extension (Broadmoor) - Northern Section	Progress Blvd	Unser Blvd	Construct New 2 lane Roadway	Capacity	Private	$4,730,000
577.0	40th Street Extension	Paseo del Volcan	Progress Blvd	Construct New 4 lane Roadway (includes Bike Lanes #577.1)	Capacity	Private	$9,880,000
536.0	40th Street Extension (Stage II)	Idalia Road	Paseo del Volcan	Construct New 2 lane Roadway	Capacity	City of Rio Rancho	$5,848,000
577.1	40th Street Extension Bike Lanes	Paseo del Volcan	Progress Blvd	Build Bike Lanes. To be INCORPORATED into proj #577	BP	Private	$1,881,000
4.0	4th Street Improvements Stage I	Camino Espanol	Shulte Road	Reconstruction	H&B Pr	Village of Los Ranchos de Albuquerque	$4,970,000
4.1	4th Street Improvements Stage II	Shulte Road	Alameda Blvd	Reconstruct to 3 lanes. Add bike lanes (proj #4.2) NOTE: Project may need to split at Ortega Road.	Capacity	Village of Los Ranchos de Albuquerque	$12,870,000

PIN	Project Title	From	To	Project Description	Project Type	Lead Agency	Total Est. Project Cost
811.0	8th Street Bike Lanes	Ave de Cesar Chavez	Lead Ave	Build Bike Lanes	BP	City of Albuquerque	$1,419,000
527.1	90th St & 106th Street Grade Separations Study	90th Street over I-40	106th Street over I-40	Study to determine feasibility of restoring street connection across I-40 without access to expressway	Misc	City of Albuquerque	$800,000
473.1	98th Street Bike Lanes (SW ABQ)	Blake Rd	Sage Rd	Build Bike Lanes. To be INCORPORATED in project #473.	BP	Private	$1,980,000
474.1	98th Street Bike Lanes (SW ABQ)	Sen Dennis Chavez Blvd	Blake Road	Build Bike Lanes	BP	Private	$1,815,000
521.0	98th Street Extension (Stage I)	I-40 Interchange	Lower St	Construct New 4 lane Roadway; includes Bike Lanes & Trail	Capacity	Private	$3,425,500
522.0	98th Street Extension (Stage II)	Lower St	Double Eagle Rd (PdV)	Construct New 4 lane Roadway; includes Bike Lanes & Trail	Capacity	Private	$21,157,499
473.0	98th Street Extension (SW ABQ Stage I)	Blake Rd	North of 86th St	Construct New 4 lane Roadway; includes proj #473.1	Capacity	Private	$3,952,000
474.0	98th Street Extension (SW ABQ Stage II)	Sen Dennis Chavez Blvd	Blake Road	Construct New 4 lane Roadway	Capacity	Private	$9,250,000
801.1	ABQ Comprehensive Bikeway/Trail Plan Update	Albuquerque City Wide		Update Comprehensive Bikeway/Trail Plan	Misc	City of Albuquerque	$800,000
431.0	ABQ Ride - Bus Stop Facilities Improvements	ABQ Ride System-wide		Rehabilitate, Upgrade and/or Construct New Bus Shelters and Equipment.	Transit	City of Albuquerque	$3,670,000
611.0	ABQ Ride - New Freedom Program	AMPA-Wide		Provide ADA compliant transit to areas not currently served. Also see #611.1	Transit	City of Albuquerque	$14,700
35.1	ABQ Ride - Park & Ride Facility Development	ABQ Ride Service Area	various locations	Construct Park & Ride facilities at various locations. Includes design, ROW, Env., & Construction.	Transit	City of Albuquerque	$4,012,500
433.0	ABQ Ride - Southwest Mesa Park & Ride	Central Avenue at Unser Blvd		Construct park and ride facility	Transit	City of Albuquerque	$2,186,330
38.0	ABQ Ride - TDM - Transp. Demand Management	AMPA Wide		Transportation Demand Management Program	TDM	City of Albuquerque	$7,921,862
44.0	ABQ Ride - Transit Enhancements	Albuquerque City Wide		Construct bus shelters, landscaping, bike/ped access, signage, public art	Transit	City of Albuquerque	$867,316
341.0	ABQ Ride - Transit Facility Rehabilitation	ABQ Ride Wide		Rehabilitate Transit Facilities	Transit	City of Albuquerque	$300,000
432.0	ABQ Ride - Transit Facility Rehabilitation	ABQ Ride System-wide		Rehabilitate & Remodel Transit Facilities	Transit	City of Albuquerque	$2,750,000
417.0	ABQ Ride - Transit Planning	ABQ Ride System Wide		Facilities & Operations Planning. Includes short, medium and long range planning activities.	Transit	City of Albuquerque	$13,201,250
429.0	ABQ Ride - Transit Security Equipment Upgrade	ABQ Ride System-wide		Acquisition & Installation of security-related equipment	Transit	City of Albuquerque	$875,000
430.0	ABQ Ride - Transit Technology Upgrade	ABQ Ride System-wide		Rehabilitate, Upgrade & Expand transit technologies	Transit	City of Albuquerque	$5,000,000
37.0	ABQ Ride - Vehicles & Equipment Purchase (Revenue Vehicles)	ABQ Ride System Wide		Replace buses and associated equipment	Transit	City of Albuquerque	$65,812,465

PIN	Project Title	From	To	Project Description	Project Type	Lead Agency	Total Est. Project Cost
46.0	ABQ Ride - Westside (Daytona) Transit Facility	SW Corner of I-40 & Unser Blvd Interchange		Construct Transit Operations and Maintenance facility	Transit	City of Albuquerque	$3,904,480
497.0	ABQ Ride Fixed Route Expansions & Revisions	ABQ Ride System Wide	selected routes t.b.d.	Expansion of Bus Service pending vehicle availability, funding and any necessary interagency and intermunicipal agreements.	Transit	City of Albuquerque	$3,750,000
392.0	ABQ Ride JARC	Albuquerque City Wide		Job Access Reverse Commute Program. Also see #392.1	Transit	City of Albuquerque	$32,300
371.0	Academy Boulevard Medians and Bikeways	San Mateo Blvd	Ventura Street	Construct on-street commuter bike lanes (proj #371.1) and median landscaping	BP	City of Albuquerque	$3,808,000
833.0	Alameda Boulevard Bike & Pedestrian Trail	4th St	North Diversion Channel	Construct Bike & Pedestrain Trail	BP	County of Bernalillo	$2,350,000
578.2	Alameda Boulevard Bike Lanes	I-25	Barstow St	Build Bike Lanes	BP	Private	$2,722,500
578.1	Alameda Boulevard Bike Lanes & Trail	Edith Blvd	I-25	Build Bike Lanes & Trail	BP	City of Albuquerque	$3,539,250
512.0	Alameda Boulevard Reconstruction	Ventura Blvd	Eubank Blvd	Reconstruct 2 lane Roadway and Bike Lanes & Trail	H&B Pr	County of Bernalillo	$5,950,000
506.0	Alameda Boulevard Reconstruction & Widening	San Pedro Dr	Ventura Blvd	Reconstruct & Widen from 2 to 4 lanes; includes Bike Lanes	Capacity	Private	$9,250,000
578.0	Alameda Boulevard Widening	Edith Blvd	I-25	Widen from 4 to 6 lanes	Capacity	City of Albuquerque	$4,070,000
801.8	Albuquerque City - Walkable Streets	Two segement of two streets, t.b.d.		Implement design concepts (fr Great Streets Facility Plan)	BP	City of Albuquerque	$2,090,000
819.0	Albuquerque Main Canal Bike Trail (Bernalillo)	Southern Town Boundary	US 550	Construct Bike Trail	BP	Town of Bernalillo	$899,250
345.1	Albuquerque Modern Streetcar	Central Ave Line: Tingley Dr to Carlisle Blv	Sunport Line: Univ, Yale & C. Chavez Blvds.	Contstruct streetcar line. Includes: vehicle purchase, rail, stops, caternaries, wires, maintenance shop, other road improv.	Transit	City of Albuquerque	$224,000,000
391.1	Alvarado Transportation Center Phase III	100 1st Street NW		Renovate & Rehabilitate historic structures, including Amtrak, on the grounds of the ATC.	Transit	City of Albuquerque	$750,000
812.0	Amale Arroyo del Norte Bike Trail	Sage Road	San Ygnacio Rd	Construct Bike Trail	BP	City of Albuquerque	$330,000
1.0	AMPA Wide Bicycle TDM	Albuquerque Metro Area		Bicycle Transportation Demand Management Program	BP	City of Albuquerque	$1,638,577
2.0	AMPA Wide Bicycle/ Pedestrian Safety Education Program	AMPA wide		Bicycle & Pedestrian Safety Education Program	BP	City of Albuquerque	$320,000
2.1	AMPA Wide Comprehensive Project for Bicycling	AMPA Wide		Increase cycling by addressing public education, public relations, maintenance of bikeways, and accountability.	BP	City of Albuquerque	$750,000
563.0	AMPA Wide Incident Management System	AMPA Wide		Implement system to manage highway incidents	ITS-TSM	NMDOT	$75,000,000
653.0	AMPA Wide Intersection Improvements	various intersections	AMPA Wide	Intersection improvements @ $700,000 per year	H&B Pr	NMDOT	$87,500,000
392.1	AMPA Wide JARC	AMPA Wide		Job Access Reverse Commute Program. (Local Non-match listed is est. from ABQ Ride)	Transit	MRCOG	$4,329,915

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670.0	AMPA Wide Maintenance and Rehabilitation Projects	AMPA Wide	Specific projects t.b.d. by municipalities	Highway maintenance rehabiltation projects as necessary @ $1,000,000 per year	H&B Pr	MRCOG	$25,000,000
800.0	AMPA Wide Minor Bike Lane & Bike Route Projects	AMPA Wide	Selected locations t.b.d. by municipalities	Provide bike lanes/routes on roadways as part of a repaving/restriping project or stand-alone minor project.	BP	MRCOG	$5,250,000
568.0	AMPA Wide Motorist Assistance Courtesy Patrols	AMPA Wide		Expand courtesy patrols (H.E.L.P. vehicles)	ITS-TSM	NMDOT	$5,585,563
611.1	AMPA Wide New Freedom Program	AMPA Wide		Provide ADA compliant transit to areas not currently served. (Local Non-match is est. from ABQ Ride) Also see #611	Transit	MRCOG	$2,178,413
870.0	AMPA Wide Pedestrian Projects	AMPA Wide		Construct minor pedestrian projects such as: ped. Crossings, kiosks, bulb-outs, benches and other amenities	BP	Various/Joint Effort	$6,250,000
620.0	AMPA Wide Safety Projects	AMPA wide		Various Safety and Hazard Elimination & Safe Routes to School projects t.b.d. @ $350,000 each FFY. Specific projects may be split as identified.	Safety	NMDOT	$8,050,000
801.0	AMPA Wide Transportation Grant Program for Pedestrian Plans/Studies	AMPA Wide		Support the development of plans and/or studies that facilitate the development of pedestrian projects.	Misc	MRCOG	$300,000
384.0	AMPA Wide Transportation Surveillance Program	AMPA-wide		Traffic Data Collection for NM Traff. Mon. Sys., HPMS-Hwy. Perf. Mon. Sys., GIS, Traff. Flow data & model devel.	ITS-TSM	MRCOG	$1,452,620
491.0	Arenal Road Reconstruction	Coors Blvd	Tapia Blvd	Reconstruct Roadway	H&B Pr	County of Bernalillo	$5,940,000
492.0	Arenal Road Reconstruction & Widening	Rayo Del Sol	Coors Blvd	Reconstruct & Widen to 4 lane Roadway	Capacity	Private	$3,040,000
491.1	Arenal Road Safety Improvements	Coors Blvd	Tapia Blvd	Safety Improvements	Safety	County of Bernalillo	$667,000
850.0	Avenida Cesar Chavez Bike Lanes	Broadway	Yale Blvd	Build Bike Lanes	BP	City of Albuquerque	$2,310,000
863.0	Baltic Avenue Sidewalks	Southern Blvd	Pecos Loop	Construct Sidewalks	BP	City of Rio Rancho	$787,500
839.0	Baranca Arroyo Trail	Unser Blvd	NM 528	Construct Bike Trail	BP	City of Rio Rancho	$5,849,250
58.0	Bear Canyon Arroyo Trail & Overcrossing	I-25	Arroyo del Oso	Construct bikeway/trail facilities	BP	City of Albuquerque	$3,872,032
382.0	Bernalillo Main Street Streetscape	NM 473 (Avenida Bernalillo)	US 550	Construct bike/ped, safety, traffic calming, parking improvements	Misc	Town of Bernalillo	$3,650,387
619.0	Bernalillo Railrunner Station Entrance Road	NM 313, Camino del Pueblo	Railrunner Station	Construct (incl Design) new 2 lane roadway, gutters, sidewalks, etc.	Capacity	Town of Bernalillo	$628,000
496.0	Blake Road Extension	98th St	Unser Blvd	Construct New 4 lane roadway	Capacity	Private	$3,572,000
555.1	Bluewater Road Bike Lanes	98th St	90th St	Build Bike Lanes	BP	City of Albuquerque	$825,000

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820.0	Bosque Trail Bike Path (Rio Rancho)	NM 448, Corrales Rd	City limits at Town of Bernalillo	Construct Bike Trail/Path	BP	City of Rio Rancho	$2,904,000
424.0	Bridge Rehab/Repl Program	District 3 Wide		Rehabilitate and/or Replace THREE Federal -Aid Bridges	H&B Pr	NMDOT	$11,953,470
544.0	Broadmoor Boulevard & 8th Avenue Safety Project	vicinity of Stapleton Elementary School		Roadway Improvements, Sidewalks, Curb, Gutter, Pedestrian Crossing Improvements	Safety	City of Rio Rancho	$293,000
475.1	Cabezon Boulevard Bike Lanes (19th Ave)	Unser Blvd	Golf Course Rd	Build Bike Lanes. To be INCORPORATED into proj #475	BP	Private	$2,194,500
475.0	Cabezon Boulevard Construction (19th Ave)	Unser Blvd	Golf Course Rd	Construct New 2 lane Roadway. Add bike lanes (proj #475.1).	Capacity	Private	$5,719,000
861.0	Calabacillas Arroyo Bike Trail	Golf Course Road	Rio Grande	Construct Bike Trail	BP	City of Albuquerque	$1,526,250
827.0	Camelot Boulevard Bike Lanes	Southern Village Bdry	NM 6	Build Bike Lanes	BP	Village of Los Lunas	$1,765,500
824.0	Camino del Pueblo North Bike Lanes	US 550	Northern Bernalillo Town Bdry	Build Bike Lanes	BP	Town of Bernalillo	$907,500
617.0	Camino Don Tomas	Calle Don Francisco	US 550	Reconstruct 2 lanes & Add/Improve Sidewalks	H&B Pr	Town of Bernalillo	$842,350
809.0	Candelaria Road Bike Lanes	Rio Grande Blvd	I-25	Construct Bike Lanes	BP	City of Albuquerque	$4,620,000
801.2	Carlisle Boulevard Bike Lane Study	Indian School Road	Cutler Ave	Conduct bike lane study	Misc	City of Albuquerque	$800,000
826.0	Carson Drive Bike Lanes	Castillo Street	NM 6	Build Bike Lanes	BP	Village of Los Lunas	$2,095,500
829.0	Castillo Street Bike Lanes	Los Lentes Road	Carson Drive	Build Bike Lanes	BP	Village of Los Lunas	$231,000
801.3	Ceja N/S Bike Trail Study	Paseo del Volcan	Sen. Dennis Chavez Blvd.	Conduct bike trail study	Misc	City of Albuquerque	$800,000
593.0	Central Avenue & Juan Tabo Blvd Intersection Improvements	Central at Juan Tabo		Reconstruct Intersection and Improve Safety. Add turn lanes & improvements on Juan Tabo to Southern Blvd.	H&B Pr	City of Albuquerque	$5,000,000
802.6	Central Avenue (EDO) Streetscape	Railroad	I-25	Implement streetscape improvements and pedestrian amenities	Misc	City of Albuquerque	$1,350,000
802.0	Central Avenue Streetscape & Pedestrian Improvements, Stage I	Girard Blvd	Louisiana Blvd	Implement streetscape improvements and pedestrian amenities	Misc	City of Albuquerque	$5,782,500
802.1	Central Avenue Streetscape & Pedestrian Improvements, Stage II	Louisiana Blvd	Tramway Blvd	Implement streetscape improvements and pedestrian amenities	Misc	City of Albuquerque	$9,562,500
581.0	Channel Road Construction	Osuna Blvd	Alameda Blvd	Construct New 2 lane Roadway with east-west connection	Capacity	City of Albuquerque	$9,460,000
507.0	Chayote Road Extension	Paseo del Volcan	Enchanted Hills Blvd	Construct New 2 lane Roadway; includes Bike Lanes (proj 507.1)	Capacity	City of Rio Rancho	$10,412,500
582.0	Chayote Road Extension	Idalia Road	Paseo del Volcan	Construct New 2 lane roadway	Capacity	City of Rio Rancho	$4,945,000

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543.0	Cherry Road Safety Project	Unser Blvd	10th St	Pedestrian Crossing Improv., Bike Lane Addition, ADA ramps, other safety features	Safety	City of Rio Rancho	$166,000
55.0	Comanche Road Bike Lanes	I-25	Carlisle	Construct on-street commuter bike lanes	BP	City of Albuquerque	$936,330
445.0	Commuter Rail O & M	Belen	Bernalillo	Operations & Maintenance of Commuter Rail line. Costs are for Los Lunas-Bernalillo section only, after 2008.	Transit	MRCOG & NMDOT Joint Effort	$0
422.0	Commuter Rail Quiet Zones	various locations		Implement quiet zones at selected rail crossings	Transit	MRCOG & NMDOT Joint Effort	$620,000
421.1	Commuter Rail Service Implementation	Rail Runner Implementation		Purchase rail line Belen to Trinidad (added 11/17/2005); purchase 12 cars for Stage II (added 07/27/2006).	Transit	MRCOG & NMDOT Joint Effort	$80,000,000
540.0	Commuter Rail Transit Connections	Various Routes Identified-see MTP	Specific Project Selection t.b.d.	Commuter Rail Connections between Rail Runner Stations & major destinations and residential areas.	Transit	MRCOG	$14,280,000
423.0	Commuter Rail, Montano Rail Runner Station	Rail Runner Station at Montano Road		Construct new Rail Runner Station	Transit	MRCOG & NMDOT Joint Effort	$2,800,000
804.0	Constitution Avenue Bike Lanes	Stanford Dr	San Pedro Blvd	Build Bike Lanes	BP	City of Albuquerque	$2,310,000
456.0	Coors Boulevard & Quail Road Intersection	Coors Blvd at Quail Road		Reconstruct Intersection with Grade Separation	H&B Pr	City of Albuquerque	$19,500,000
416.0	Coors Boulevard Intersection Improvements	Three Intersections at	Gun Club, Arenal, & Pajarito	Reconstruct Intersections and safety improvements	H&B Pr	NMDOT	$6,480,000
471.0	Coors Boulevard Northbound Lane Addition	S.I.P.I.	Coors Bypass	Build an Additional Northbound lane	Capacity	NMDOT	$2,835,500
802.5	Coors Boulevard Streetscape Improvements	Montano Road	Paseo del Norte	Construct median streetscape improvements	Misc	City of Albuquerque	$880,000
416.1	Coors Boulevard: Isleta Pueblo to Rio Bravo	Isleta Pueblo	Rio Bravo Blvd	Reconstruct Roadway	H&B Pr	NMDOT	$9,640,000
416.2	Coors Boulevard: Rio Bravo to Old Coors	Rio Bravo Blvd	Old Coors Blvd	Reconstruct Roadway	H&B Pr	NMDOT	$7,580,000
616.0	Coors Corridor Study	Bridge Blvd	NM 528	Identify Transportation Management strategies to implement in upcoming years	Misc	City of Albuquerque	$800,000
657.0	Corrales Access "A" Intersection	NM 528	Northern Blvd	Construct full intersection from NM 528 & Northern Blvd to Don Julio Road	H&B Pr	Village of Corrales	$1,000,000
862.0	Corrales Road Bike & Ped Pathway	Meadowlark Lane	Old Church Rd	Construct Bicycle & Pedestrian Pathway	BP	Village of Corrales	$990,000
501.0	Cross Street Extension	Ladera Dr	98th St	Construct New 2 lane Roadway; includes Bike Lanes	Capacity	Private	$4,403,000
865.0	De Vargas Street Bike Trail	Paseo del Volcan	114th St	Construct Bike Trail (Bike Lanes if road is built)	BP	Private	$1,369,500
650.0	District 3 Wide On-Call Planning & Design Support	District 3 Wide Projects T.B.D.		Provide planning & design support on an on-call basis	Misc	NMDOT	$1,697,999

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651.0	District 3 Wide Pavement Preservation	AMPS Wide and District 3 Wide		Pavement Preservation on various roadways to be selected.	H&B Pr	NMDOT	$2,000,000
406.0	Double Eagle II Road (PdV) Rehabilitation	Central Avenue	South boundary of DE II Airport	Reconstruct and Widen from 2-lanes to 4-lanes divided highway	Capacity	City of Albuquerque	$14,964,200
406.1	Double Eagle II/Paseo del Volcan Trail & Bike Lanes	Sen. Dennis Chavez Blvd.	City Limits near Petroglyph Nat. Mon.	Construct Hard-Surface Trail to Connect proposed trails.	BP	County of Bernalillo	$13,800,000
801.4	Eagle Ranch Road Bike Lane Study	Coors Blvd	Irving Blvd	Conduct bike lane study	Misc	City of Albuquerque	$800,000
510.0	Edith Boulevard Reconstruction & Widening	Candelaria Rd	Montano Rd	Reconstruct & Widen from 2 to 5 lanes	Capacity	County of Bernalillo	$9,050,000
539.0	El Pueblo Road	2nd Street	Edith Blvd.	Reconstruct from 2 to 4 lanes & Safety improvements	Capacity	County of Bernalillo	$4,560,000
584.1	Eubank Boulevard Bear Arroyo Trail Overcrossing	Eubank Blvd at Bear Arroyo Trail		Construct Overcrossing for Trail	BP	City of Albuquerque	$3,000,000
807.0	Eubank Boulevard Bike Lanes	Southern Blvd	Central Ave	Implement bike lanes	BP	City of Albuquerque	$561,000
852.0	Eubank Boulevard Bike Lanes (NE)	Osuna Rd	Academy Blvd	Build Bike Lanes	BP	City of Albuquerque	$2,310,000
538.0	Eubank Boulevard Improvements (North End)	San Antonio Dr/Academy Blvd	Paseo del Norte	Reconstruct & Widen from 2 to 4 lanes	Capacity	County of Bernalillo	$20,800,000
512.1	Eubank Boulevard Reconstruction	Paseo del Norte	Alameda Blvd	Recsontruct 2 lane Roadway and Bike Lanes & Trail	H&B Pr	County of Bernalillo	$4,742,500
584.0	Eubank Boulevard Widening	Montgomery Blvd	Juan Tabo Blvd	Widen from 4 to 6 Lanes	Capacity	City of Albuquerque	$17,570,000
860.0	Fortuna Road Bike Lanes/Trail	NM 345, Unser Blvd	NM 45, Coors Blvd	Build Bike Lanes/Trail	BP	City of Albuquerque	$2,326,500
836.0	Frost Road Bike Trail	NM 14	Valle Hermosa Rd	Construct Hard-Surface Trail to connect existing trails and bike lanes.	BP	County of Bernalillo	$5,500,000
815.0	Gibson Boulevard Bike Lane & Bike Trail	Snow Vista Channel	Unser Blvd	Construct Bike Lanes/Trail	BP	Private	$1,980,000
476.2	Gibson Boulevard West Bike Trail	Paseo del Volcan	western Albuquerque City Limits	Construct Bike Trail. (Bike lanes if road is built)	BP	County of Bernalillo	$1,608,750
476.0	Gibson Boulevard West Extension	118th Street	98th Street	Construct New 2 lane Roadway & Bike Lanes & Trail	Capacity	Private	$11,517,500
476.1	Gibson Boulevard West Extension	98th Street	Unser Blvd	Construct New 4 lane Roadway & Bike Lanes & Trail	Capacity	Private	$5,037,500
801.5	Girard Boulevard Bike Lane Study	Santa Clara Avenue	Indian School Road	Conduct bike lane study	Misc	City of Albuquerque	$800,000
855.0	Golf Course Road Bike Lanes, Stage I	Taylor Ranch Road	Paseo del Norte	Build Bike Lanes	BP	City of Albuquerque	$2,640,000
855.1	Golf Course Road Bike Lanes, Stage II	Paseo del Norte	Paradise Blvd	Build Bike Lanes	BP	City of Albuquerque	$1,204,500
843.0	Griegos Lateral Trail Crossing	Greigos Lateral crosses Griegos Drain	near Anderson Field	Construct Multi-Use Bridge	BP	County of Bernalillo	$600,000

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838.0	Gun Club Road Bike Lanes/Trail, Stage I	118th St	NM 314, Isleta Blvd	Build Bike Lanes/Trail	BP	County of Bernalillo	$9,058,500
838.1	Gun Club Road Bike Trail/Lanes, Stage II	Paseo del Volcan	118th St	Build Bike Lanes/Trail	BP	County of Bernalillo	$5,742,000
830.0	Huning Lateral Multi-Use Trail	Southern Village Bdry	Northern Village Bdry	Construct Unpaved Trail	BP	Village of Los Lunas	$3,300,000
652.0	I-25 & I-40 Interstate Landscaping	Sections of Interstate Highways	To Be Selected	Landscaping on various sections of Interstate Highways	Misc	NMDOT	$2,505,187
450.0	I-25 & I-40, Interstate Frontage Road Preservation	AMPA Wide		Rehabiliate Frontage Roads	H&B Pr	NMDOT	$7,256,554
652.1	I-25 & I-40: Big "I" Landscaping	I-25 & I-40 Interchange		Landscaping throughout Big "I" Interchange	Misc	City of Albuquerque	$5,000,000
454.0	I-25 & Mesa del Sol Interchange	I-25 New Exit	Mesa del Sol Interchange	Construct New Interchange	Capacity	NMDOT	$22,000,000
442.0	I-25 & Paseo del Norte Interchange	I-25 Exit 232 at NM 423 Paseo del Norte		Reconstruct Interchange. Includes I-25 from Osuna to Alameda & PdN from 2nd to San Pedro	H&B Pr	NMDOT	$220,000,000
447.0	I-25 & US 550 Interchange	I-25 Exit 242 at US 550		Reconstruct Interchange	H&B Pr	NMDOT	$17,972,035
562.0	I-25 Expansion I-40 to Paseo del Norte	I-40	Paseo del Norte	Reconstruct from 3 to 4 Lanes & Add Auxiliary lane. Also see project #446-Northern Corr. Study.	Capacity	NMDOT	$86,265,000
624.1	I-25 Frontage Road Construction (East Side)	North Belen Interchange NM 109 (Exit 195)	Los Lunas Interchange NM 6 (Exit 203)	Construct a New two-way Frontage Road on the east side of I-25	Capacity	NMDOT	$30,263,400
623.0	I-25 Frontage Road Construction (West Side)	North Belen Interchange NM 109 (Exit 195)	Los Lunas Interchange NM 6 (Exit 203)	Construct a New two-way Frontage Road on the west side of I-25	Capacity	NMDOT	$30,263,400
419.0	I-25 Frontage Road Northbound Side	Sunport Blvd, Exit 221	Gibson Blvd, Exit 222	Construction of Frontage Road on Northbound side	Capacity	NMDOT	$2,000,000
624.0	I-25 Frontage Road Study (East Side)	North Belen Interchange NM 109 (Exit 195)	Los Lunas Interchange NM 6 (Exit 203)	Conduct an alignment study to for a New two-way Frontage Road on the east side of I-25	Misc	NMDOT	$800,000
448.4	I-25 Improvements Los Lunas to Isleta Boulevard	NM 6 in Los Lunas	Isleta Blvd	Various improvements t.b.d. Cost est if for reconstruction & widening.	Capacity	NMDOT	$210,850,000
627.0	I-25 Interchange Reconstruction (Los Lunas)	Exit 203, Los Lunas Interchange		Reconstruct Interchange	H&B Pr	NMDOT	$28,500,000
516.0	I-25 Lane Continuity	South of Comanche Rd	North of Comanche Rd	Add 400 foot lane on southbound side to improve safety and traffic continuity	Safety	NMDOT	$198,750
537.0	I-25 New Interchange, Arterial & River Crossing (Los Lunas Area)	I-25 (New Interchange) Los Lunas Area	NM 47	Build New Bridge over River, Build New I-25 Interchange. Project is partially or majority in AMPA depending on final alignment.	Capacity	Village of Los Lunas	$25,016,000
446.0	I-25 Northern Corridor Study	Big "I"	San Mateo Blvd	Transportation Study	Misc	NMDOT	$1,098,667
448.2	I-25 Rio Bravo Interchange	I-25 Exit 220 at NM 550, Rio Bravo Blvd		Reconstruct Interchange (included in I-25 Southern Corridor Study)	H&B Pr	NMDOT	$28,500,000
448.0	I-25 Southern Corridor Study	Isleta Pueblo Boundary	Big "I" (I-40)	Transportation Study	Misc	NMDOT	$1,300,000
441.0	I-25 Widening (Southside)	Rio Bravo Blvd	Gibson Blvd	Reconstruct & Widen from 4 to 6 lanes	Capacity	NMDOT	$11,660,029
448.3	I-25 Widening Isleta Boulevard to MLK	Exit 213 Isleta Blvd Interchange	Dr. Martin Luther King Jr Blvd	Widen from 6 to 8 lanes (To be studied in I-25 Southern Corridor Study)	Capacity	NMDOT	$416,960,003

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408.1	I-25, Bernalillo to US 550	NM 473, Interchange Exit #240	US 550	Reconstruction & Widening	Capacity	NMDOT	$23,000,000
408.0	I-25, Tramway Rd to Bernalillo (Reconstruction & Widening)	Tramway Road	South Bernalillo Interchange, Exit 240	Reconstruct & Widen from 4 to 6 lanes	Capacity	NMDOT	$38,770,403
400.0	I-40 & Coors Boulevard Interchange Reconstruction	I-40 Exit 155 at Coors Blvd		Reconstruct Interchange	H&B Pr	NMDOT	$90,000,000
401.0	I-40 & West Central Interchange Reconstuction	I-40 Exit 149 at West Central Avenue		Reconstruct interchange	H&B Pr	NMDOT	$23,108,650
372.0	I-40 Albuquerque Eastern Gateway	Tramway Blvd Exit 167	Carnuel Interchange Exit 170	Construct visitor center, bike/ped bridge, public art, xeriscaping	Misc	City of Albuquerque	$120,000
373.0	I-40 Albuquerque Western Gateway	Central Ave (Old Rt 66) Exit 149	118th Street Exit	Construct visitor center, bike/ped bridge, public art, xeriscaping	Misc	City of Albuquerque	$133,330
444.0	I-40 Bernalillo County East End (MP 182-184)	NM 217	Bernalillo-Santa Fe County Line	Reconstruct Highway	H&B Pr	NMDOT	$2,840,000
615.0	I-40 Drainage Channel Reconstruction	San Mateo Blvd	Eubank Blvd	Reconstruct Drainage Channel	H&B Pr	NMDOT	$62,000,000
420.3	I-40 Eastbound Bridge over Rio Puerco	I-40 Eastbound over Rio Puerco		Bridge Rehab & Deck Replacement	H&B Pr	NMDOT	$5,696,142
60.0	I-40 Embudo Trail Connection	North Diversion Channel Trail	Washington Street	Construct paved multi-use trail	BP	City of Albuquerque	$508,081
51.0	I-40 Louisiana Boulevard Interchange Reconstruction	I-40 at Louisiana Blvd Exit 162 A&B		Reconstruct Interchange. Bike/ped Tunnel & ICE Plan implmentation included	H&B Pr	NMDOT	$17,000,000
449.0	I-40 Rehabilitation & Reconstruction (West Side)	Rio Puerco	W. Central Ave, Exit 149	Rehabilitate & Reconstruct Roadway (portions rehab, portions reconst).	H&B Pr	NMDOT	$24,190,000
420.1	I-40 Rio Puerco Area Interchange Study	Rio Puerco Interchange Vicinity		Conduct study for Rio Puerco Interchange and future needs	Misc	NMDOT	$400,000
420.2	I-40 Rio Puerco Ramp Modifications	Rio Puerco Interchange Exit 140		Construct ramp modifications	H&B Pr	NMDOT	$4,421,575
57.0	I-40 Trail Crossing at the Rio Grande	Coors Blvd	East side of Rio Grande River	Construct bikeway/trail overcrossing	BP	City of Albuquerque	$3,090,684
414.0	I-40, 98th Street to Coors Boulevard	98th Street Exit 153	Coors Blvd Exit 155	Reconstruct & Add Auxiliary Lanes and Westbound Climbing Lane.	H&B Pr	NMDOT	$15,700,000
413.0	I-40, Carnuel to Tijeras	Carnuel (MP 173)	Tijeras Interchange	Reconstruct Highway	H&B Pr	NMDOT	$28,643,792
420.4	I-40, Route 66 Casino Ramps & Access Road Improvements	vicinity of I-40 Rio Puerco Interchange		Road Improvements	H&B Pr	Pueblo of Laguna	$2,500,000
410.0	I-40, San Mateo Interchange	Carlisle Blvd	San Mateo Blvd	Reconstruct Interchange and Reconstruct I-40 from Carlisle Blvd to San Mateo Blvd	H&B Pr	NMDOT	$24,443,588
412.0	I-40, San Mateo to Pennsylvania	San Mateo Blvd	Pennslyvania St	Reconstruct, Widen & Add one lane in each direction	Capacity	NMDOT	$22,328,700
413.1	I-40, Tijeras to Zuzax	Tijeras interchange	Zuzax interchange	Reconstruct Highway	H&B Pr	NMDOT	$12,250,455
411.0	I-40, Washington St Bridge	Washington Street Bridge over I-40		Reconstruct Bridge & Grade Separation at Washington Street	H&B Pr	NMDOT	$4,829,447
414.2	I-40, West Central to 98th Street	Central Ave Exit 149	98th Street Exit 153	Reconstruct & Add Auxiliary Lanes and Westbound Climbing Lane.	H&B Pr	NMDOT	$11,750,000

PIN	Project Title	From	To	Project Description	Project Type	Lead Agency	Total Est. Project Cost
413.2	I-40, Zuzax to Sedillo	Zuzax interchange	Sedillo (MP 180.5)	Reconstruct Highway	H&B Pr	NMDOT	$22,500,000
613.2	Idalia Road Reconstruction	40th Street	Iris Road	Reconstruct Highway and Build Bike Lanes	H&B Pr	City of Rio Rancho	$10,197,000
613.0	Idalia Road Reconstruction (NE End)	Iris Road	NM 528	Reconstruct Roadway. 2 lanes with shoulders and geometric improvements. Includes Bike Lanes (proj 613.1)	H&B Pr	City of Rio Rancho	$12,177,000
614.0	Iris Road Reconstruction & Widening	Idalia Road	Paseo del Volcan	Reconstruct & Widen from 2 to 3 lanes	Capacity	City of Rio Rancho	$2,737,000
483.3	Irving Boulevard Bike Lanes	Rainbow Blvd	Universe Blvd	Build Bike Lanes/Trail. To be INCORPORATED in project #483.2	BP	Private	$825,000
484.1	Irving Boulevard Bike Lanes	Universe Blvd	La Paz Dr	Build Bike Lanes.	BP	City of Albuquerque	$1,072,500
590.0	Irving Boulevard Extension	del Oeste	Rainbow Blvd	Construct New 2 lane Roadway	Capacity	Private	$3,440,000
483.2	Irving Boulevard Reconstruction & Widening (A)	Rainbow Blvd	Universe Blvd	Reconstruct & Widen from 2 to 4 lanes; includes Bike Lanes (proj 483.3)	Capacity	Private	$3,800,000
484.0	Irving Boulevard Reconstruction & Widening (B)	Universe Blvd	La Paz Dr	Reconstruct & Widen from 2 to 4 lanes	Capacity	Private	$4,940,000
533.0	Irving Boulevard Reconstruction & Widening (C)	La Paz Dr	Unser Blvd	Reconstruct & Widen from 2 to 4 lanes, includes Bike Lanes	Capacity	City of Albuquerque	$6,937,500
439.0	Irving Boulevard Widening	Unser Blvd	Rio Los Pinos Dr	Widen from 2 to 4 lanes, divided; includes bike lanes proj #439.1	Capacity	City of Albuquerque	$3,473,008
511.1	Isleta Boulevard (NM 314) Bike Lanes/Trail	Isleta Pueblo Boundary	Rio Bravo Blvd	Build Bike Lanes/Trail	BP	County of Bernalillo	$13,810,500
511.0	Isleta Boulevard (NM 314) Intersection Improvements	Isleta Pueblo Boundary	Rio Bravo Blvd	Intersection Improvements and Safety Improvements	H&B Pr	County of Bernalillo	$4,260,000
15.0	Isleta Boulevard Improvements Stage I	Arenal Blvd	Bridge Blvd	Reconstruct & Widen to 3-lanes divided with center left turn lane.	Capacity	County of Bernalillo	$8,985,253
15.1	Isleta Boulevard Improvements Stage II	NM 500, Rio Bravo Blvd	Arenal Blvd	Reconstruct Intersections, includes bicycle, pedestrain & safety improvements.	Capacity	County of Bernalillo	$19,880,000
621.0	Isleta Boulevard: El Camino Real/Route 66 National Scenic Byways	Urban Plaza on Isleta Blvd		Construct urban plaza and interpretation center on Isleta Blvd.	Misc	County of Bernalillo	$141,000
40.0	ITS - Albuquerque Traffic Management System	Albuquerque City Wide		Replace traffic signal controllers, communications, camera monitoring, other ITS	ITS-TSM	City of Albuquerque	$14,332,864
48.0	ITS - District 3 ITS Deployment	I-25 & I-40	AMPA Wide	Implement ITS Improvements	ITS-TSM	NMDOT	$19,536,517
592.2	Jefferson Street Bike Lanes	Singer Blvd	Paseo del Norte	Construct Bike Lanes	BP	City of Albuquerque	$3,930,300
847.0	Juan Tablo Boulevard Bear Arroyo Trail Overcrossing	Juan Tabo Blvd at Bear Arroyo Trail		Construct Overcrossing for Trail	BP	City of Albuquerque	$4,500,000
803.1	La Orilla Bike Trail (Eastern Sect)	Golf Course Rd	Coors Blvd	Construct Bike Trail	BP	Private	$536,250
803.0	La Orilla Bike Trail (Western Sect)	Coors Blvd	Rio Grande Bosque	Construct Bike Trail	BP	Private	$198,000
858.0	Ladera Drive Bike Lanes	Unser Blvd	Ouray Road	Build Bike Lanes	BP	City of Albuquerque	$1,732,500

PIN	Project Title	From	To	Project Description	Project Type	Lead Agency	Total Est. Project Cost
480.0	Ladera Drive Extension (Eastern Section)	98th St	90th St	Construct New 2 lane Roadway & Bike Lanes	Capacity	Private	$3,153,500
500.0	Ladera Drive Extension (Middle Section)	Lower St	98th St	Construct New 2 lane Roadway; includes Bike Lanes	Capacity	Private	$8,151,500
523.0	Ladera Drive Extension (Western Section)	Double Eagle Rd (PdV)	Lower St	Construct New 2 lane Roadway; includes Bike Lanes	Capacity	Private	$9,520,000
480.1	Ladera Drive Widening	118th Street	98th St	Reconstruct & Widen from 2 to 4 lanes, includes Bike Lanes	Capacity	Private	$12,950,000
515.2	Lead Ave & Coal Ave Lane Reduction	I-25	Washington St	Reduce Lanes, move curb, gutter, sidewalk, drainage inlets, etc. Add bike lanes (proj #515.3)	Capacity	City of Albuquerque	$38,000,000
10.0	Leon Grande Sidewalks	NM 528	Villa Verde Dr	Construct pedestrian facility.	BP	City of Rio Rancho	$666,667
426.0	Lisbon Avenue Sidewalk Project Phase II	Southern Blvd	Tarpon Avenue	Construct Sidewalks	BP	City of Rio Rancho	$440,000
828.0	Los Lentes Road Bike Lanes	Morris Rd	Castillo Street	Buiild Bike Lanes	BP	Village of Los Lunas	$412,500
599.0	Los Lunas JARC			Implement Job Access Reverse Commute program to serve eligible individuals.	Transit	Village of Los Lunas	$151,530
626.0	Los Lunas New Interchange & Roadway (North Side)	I-25	NM 314	Construct New Interchange at I-25 and New 4 lane Roadway eastward to NM 314. Proposed project is just south of Isleta Pueblo Boundary.	Capacity	NMDOT	$38,076,000
598.0	Los Lunas Rail Runner Shuttle	Sand Sage Rd and "Y" Commercial Dist	Los Lunas Rail Runner Station	Implement two fixed route shuttles.	Transit	Village of Los Lunas	$431,992
601.0	Los Lunas Transit Bus Replacement Stage I			Vehicle purchase per fleet management plan	Transit	Village of Los Lunas	$85,000
603.0	Los Lunas Transit Bus Replacement Stage II			Vehicle purchase per fleet management plan	Transit	Village of Los Lunas	$45,000
604.0	Los Lunas Transit Bus Replacement Stage III			Vehicle purchase per fleet management plan	Transit	Village of Los Lunas	$45,000
597.0	Los Lunas Transit Operations & Administration			Operating & Administrative funds for bus service.	Transit	Village of Los Lunas	$341,085
596.0	Los Lunas Transportation Center Stage II	Transportation Center at Rail Runner Sta.		Complete second half of building and parking lot.	Transit	Village of Los Lunas	$12,280,000
504.0	Lower Street Construction	Ladera Dr	98th St	Construct New 2 lane Roadway; includes Bike Lanes	Capacity	Private	$5,950,000
595.0	Mariposa Parkway - Construct Road	Unser Blvd.	Blue Grama Dr.	Construct New 4 lane Roadway	Capacity	Private	$15,200,000
595.1	Mariposa Parkway Bike Lanes	Unser Blvd	Blue Gamma Dr	Build Bike Lanes. To be INCORPORATED into proj #595	BP	Private	$2,409,000
368.0	McMahon Boulevard Extension	Universe Blvd	Unser Blvd	Construct New 4 lane Roadway. Includes #368.5	Capacity	City of Albuquerque	$3,312,266
368.1	McMahon Boulevard Extension	Rainbow Blvd	Universe Blvd	Construct New 2 lane Roadway. Includes bike lanes.	Capacity	Private	$3,213,000
368.7	McMahon Boulevard Extension	Ventana Parkway West	Rainbow Blvd	Construct 2 lane Roadway, includes Bike Lanes	Capacity	Private	$5,950,000

PIN	Project Title	From	To	Project Description	Project Type	Lead Agency	Total Est. Project Cost
814.0	Menaul Boulevard Bike Lanes, Stage I	Tramway Blvd	Monte Largo Dr	Implement Bike Lanes	BP	City of Albuquerque	$825,000
814.1	Menaul Boulevard Bike Lanes, Stage II	Morris St	Tramway Blvd	Build Bike Lanes	BP	City of Albuquerque	$2,541,000
454.1	Mesa Del Sol Parkway	I-25 Future Exit	Mesa del Sol Loop Rd	Construct New 4 lane, divided & Bike Lanes	Capacity	Private	$8,325,000
435.0	Mid-Block Bicycle/Pedestrian Crossings	5 Locations		Construct Safety Improvements at five (5) mid-block roadway/trail crossing locations on Carlisle, San Mateo, Wyoming, Eubank & Juan Tabo Blvds.	Safety	City of Albuquerque	$375,000
524.0	Middle Street Construction	Ladera Dr	98th St	Construct New 2 lane Roadway; includes Bike Lanes	Capacity	Private	$5,950,000
612.0	Mid-Region Transit District Service Plan	MRTD-Wide		Develop Service Plan for Regional Transit District	Transit	Mid-Region Transit District	$292,603
472.0	Montano Road Expansion	Coors Blvd	4th Street	Widen from 2 to 4 GP lanes (re-striping)	Capacity	City of Albuquerque	$20,000
457.1	Montano Road Reconstruction (County)	Railroad Tracks	Edith Blvd	Reconstruct & Widen from 4 to 6 lanes	Capacity	County of Bernalillo	$3,418,750
457.0	Montano Road Widening (City)	Edith Blvd	I-25	Widen from 4 to 6 lanes	Capacity	City of Albuquerque	$2,500,000
840.0	Montoyas Arroyo Trail	Unser Blvd	NM 528	Construct Bike Trail	BP	City of Rio Rancho	$3,630,000
546.0	Moriarty & East Mountains Park & Ride Service	Moriarty	Albuquerque	Connections from Moriarty Park & Ride to Uptown and ATC. Service to start as congestion mitigation for I-40 reconstruction project. Permanent service depends upon ridership and funding.	Transit	NMDOT	$1,250,000
537.1	Morris Road Bike Lanes	Western Village Bdry	Los Lentes Rd	Build Bike Lanes	BP	Village of Los Lunas	$1,303,500
859.0	Morris Street Bike Lanes	Lomas Blvd	Menaul Blvd	Build Bike Lanes	BP	City of Albuquerque	$2,475,000
837.0	Mountain Valley Road Shoulder Improvements	I-40	section with existing shoulders	Improve & Widen Shoulders to accommodate bicycles and improve safety	BP	County of Bernalillo	$250,000
425.0	NM 313 & NM 556 Intersection Improvements	NM 313 & NM 556, Roy Ave		Intersection Improvements	H&B Pr	Pueblo of Sandia	$979,635
825.0	NM 314 Bike Lanes	Morris Road	NM 6	Build Bike Lanes	BP	Village of Los Lunas	$2,359,500
424.4	NM 314 bridge over Highline Canal	NM 314 over Highline Canal		Replace Bridge	H&B Pr	NMDOT	$1,848,071
424.1	NM 314 over BNSF RR Bridge Deck Replacement	NM 314 bridge over BNSF RR		Replace Bridge Deck	H&B Pr	NMDOT	$2,400,000
628.0	NM 314 Reconstruction in Los Lunas	NM 6, Main St	Northern Village/Pueblo Boundary	Reconstruct Roadway	H&B Pr	Village of Los Lunas	$12,837,000
424.3	NM 500 Rio Bravo Boulevard, Eastbound Bridge Deck Replacement	NM 500 over Rio Grande		Rehabilitate Bridge	H&B Pr	NMDOT	$3,848,071

PIN	Project Title	From	To	Project Description	Project Type	Lead Agency	Total Est. Project Cost
867.1	NM 500, Rio Bravo Blvd Bike Trail & Lanes (Western Section)	Broadway	KAFB RR Spur	Construct Bike Trail and Bike Lanes	BP	Private	$618,750
867.0	NM 500, Rio Bravo Blvd Bike Trail & Lanes (Eastern Section)	KAFB Railroad Spur	University Blvd	Construct Bike Trail and Bike Lanes	BP	Private	$1,559,250
493.0	NM 528 Rio Rancho Blvd Reconstruction & Widening (C)	Southern Blvd	Northern Blvd	Reconstruct & Widen from 4 to 6 lanes	Capacity	NMDOT	$26,160,000
493.1	NM 528 Rio Rancho Blvd Reconstruction & Widening (D)	Northern Blvd	US 550	Reconstruct to 6 lanes	Capacity	NMDOT	$73,489,999
424.2	NM 556/313 bridge over North Diversion Channel	NM 556/313 over North Diversion Channel		Bridge Rehabilitation & Deck Replacement	H&B Pr	NMDOT	$2,700,000
653.1	NM 6 Los Lunas Intersection Improvements	various locations in Los Lunas		Construct intersection improvements. NM 6 at: Desert Willow, Emilio Lopez, Los Cerritos, Los Lentes-in Design, NM263, NM47-Done, NM 314-in Design.	H&B Pr	Village of Los Lunas	$3,635,000
625.0	NM 6 Widening	approx. 4 miles west of I-25	I-25 & NM 6 Interchange	Widen Roadway, Add 2 lanes	Capacity	NMDOT	$23,823,800
436.0	North Diversion Channel Trail Undercrossings	Menaul, Candelaria, Comanche		Construct Grade Separated Trail Crossings at three locations. Also see proj #61 & 61.1	BP	City of Albuquerque	$1,931,180
61.1	North Diversion Channel Trail, Stage I	Paseo del Norte	Alameda Blvd.	Extend trail & cross under Paseo del Norte.	BP	City of Albuquerque	$618,750
61.0	North Diversion Channel Trail, Stage II	Balloon Fiesta Park	Alameda Blvd	Construct Bicycle/Pedestrian Trail. Also see proj #61.1 & 436	BP	City of Albuquerque	$784,176
805.0	North Pino Arroyo Bike Trail	North Diversion Channel Trail	Tiburon Street	Construct Bike Trail	BP	City of Albuquerque	$519,750
844.0	North Valley Demonstration Project (Alameda Drain)	Griegos Rd	Chavez Ave/Osuna Rd	Construct Bike Trail	BP	County of Bernalillo	$874,500
347.0	Northern Boulevard Expansion	Acorn Loop	34th Street	Widen from 2 to 4 lanes divided. Add bike lanes (incl. proj #347.1)	Capacity	City of Rio Rancho	$4,310,627
866.0	North-South Bike Trail (SW ABQ)	Isleta Pueblo Boundary Area	Central Avenue	Construct Bike Trail on an alignment t.b.d. between PdV & 118th St.	BP	Private	$6,179,250
557.1	Northwest Loop (Bern Co.) Stage I	I-40 near Rio Puerco	Bernalillo-Sandoval County Line	Right-of-way preservation, Construct New 2 lane Gravel Roadway	Capacity	Private	$52,890,000
557.2	Northwest Loop (Bern Co.) Stage II	I-40 near Rio Puerco	Bernalillo-Sandoval County Line	Pave & reconstruct as needed, previously built 2 lane Roadway	H&B Pr	Private	$40,919,999
557.0	Northwest Loop (Rio Rancho Section)	western Rio Rancho City Line	US 550	Construct New 2 lane Roadway	Capacity	Private	$30,100,000
462.0	Old 98th Street Extension (Tierra Pintada Blvd.)	98th St	end of existing Old 98th Street	Construct New 4 lane Roadway & Bike Lanes	Capacity	Private	$13,875,000
463.0	Old 98th Street Extension (Tierra Pintada Blvd.)	118th St	98th St	Construct New 2 lane Roadway & Bike Lanes	Capacity	Private	$4,998,000
481.0	Old 98th Street Reconstruction	98th Street	Unser Blvd	Reconstruct & Widen from 2 to 4 lanes. Includes Bike Lanes	Capacity	Private	$16,650,000
849.0	Osuna Road Bike Lanes/Trail	2nd St	Vista del Norte	Build Bike Lanes/Trail.	BP	City of Albuquerque	$3,069,000

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848.0	Osuna Road North Diversion Channel Trail Overcrossing	Osuan Rd at N. Diversion Ch. Trail		Construct Overcrossing for Trail	BP	City of Albuquerque	$4,500,000
438.0	Osuna Road Widening	Vista del Norte	Jefferson Street	Widen from 4 to 6 lanes, divided. Includes bike lanes proj #438.1	Capacity	City of Albuquerque	$13,843,125
654.0	Outer Loop Comprehensive Feasibility Study	Circumferential Ring around Metro Area		Conduct a comprehensive feasibility study of highway & transit needs including present & future travel demand and options.	Misc	NMDOT	$800,000
542.0	Pajarito Road Bike Trail/Lanes	118th Street	Isleta Drainage Channel	Construct Bike Trail/Lanes	BP	County of Bernalillo	$5,346,000
834.0	Paradise Boulevard Feasibility Study & Trail	City Limits west of La Paz	Golf Course Rd	Complete feasibility study and Construct trail to connect existing trails.	BP	County of Bernalillo	$950,000
629.0	Paradise Boulevard Widening	La Paz Drive	Justin Drive	Widen from 2 to 4 lanes	Capacity	City of Albuquerque	$7,782,500
835.0	Paseo del Norte (NE) Bike Trail	Tennyson St	Tramway Blvd	Construct Trail to connect existing trails.	BP	County of Bernalillo	$460,000
530.2	Paseo del Norte Bike Lanes (Far Westside)	2.0 miles wes of Double Eagle Road	Double Eagle Road	Construct Bike Lanes. To be INCORPORATED into proj #530 or 530.1	BP	Private	$3,300,000
560.1	Paseo del Norte Corridor Transportation Study	Northwest ABQ & Rio Rancho	Northeast Albuquerque	Study corridor to identify various alternatives to improve transportation (transit, managed lanes, etc.)	Misc	MRCOG	$800,000
468.0	Paseo del Norte Extension (Eastern Section)	Kimmick Dr	Golf Course Rd	Construct New 4 lane Roadway	Capacity	City of Albuquerque	$11,082,500
530.0	Paseo del Norte Extension (Far Westside)	2.0 miles west of Double Eagle Rd	Double Eagle Road	Construct New 2 lane Roadway. Add bike lanes (proj #530.2)	Capacity	Private	$8,600,000
469.0	Paseo del Norte Extension (Western Section)	Universe Blvd	Kimmick Dr	Construct New 2 lane Roadway as Stage I	Capacity	City of Albuquerque	$9,485,000
470.0	Paseo del Norte Improvements	Rainbow Blvd	Kimmick Dr	Reconstruct & Widen from 2 to 4 lanes as Stage II. Includes Bike Lanes & Trail	Capacity	Private	$19,142,500
529.0	Paseo del Norte Improvements (Westside)	Double Eagle Road (PDV)	Rainbow Blvd	Reconstruct & Widen from 2 to 4 lanes; includes Bike Lanes & Trail	Capacity	Private	$23,125,000
530.1	Paseo del Norte Reconstruction & Widening (Far Westside)	2.0 miles west of Double Eagle Rd	Double Eagle Road	Reconstruct & Widen from 2 to 4 lanes. Add bike lanes (proj #530.2)	Capacity	Private	$15,200,000
622.0	Paseo del Volcan & Double Eagle II Road Connection Study	Double Eagle II Airport Entrance	Southern Blvd	Study to provide highway limited arterial connection	Misc	Various/Joint Effort	$800,000
418.0	Paseo del Volcan (Northern Section) Stage I	Unser Blvd	Iris Rd	Construct New 2 lane Roadway	Capacity	City of Rio Rancho	$3,976,000
418.1	Paseo del Volcan (Northern Section) Stage II	Iris Road	US 550	Construct New 2 lane Roadway	Capacity	City of Rio Rancho	$20,250,000
864.0	Paseo del Volcan Bike Trail	Isleta Drainage Channel	Senator Dennis Chavez Blvd	Construct Bike Trail (Bike Lanes if road is built)	BP	Private	$7,020,750
70.0	Paseo del Volcan ROW Acquisition	Southern Blvd	US 550	Acquire Right-of-Way	Capacity	NMDOT	$10,000,000
418.2	Paseo del Volcan West Construction	I-40	Unser Blvd.	Construct 2 lane Roadway, Interchange at I-40 & Bike Lanes.	Capacity	NMDOT	$160,590,005

PIN	Project Title	From	To	Project Description	Project Type	Lead Agency	Total Est. Project Cost
583.0	Paseo del Volcan/Double Eagle II Road Extension	Paseo del Norte	Southern Blvd	Construct New 2 lane Roadway; includes Bike Lanes & Trail	Capacity	Private	$24,389,999
856.0	Piedras Marcada Arroyo Bike Trail	Paseo del Norte	Dam	Construct Bike Trail	BP	City of Albuquerque	$511,500
600.0	Progress Boulevard (Eastern Section)	Unser Blvd	Paseo del Volcan	Construct New 2 lane Roadway	Capacity	Private	$21,930,000
600.2	Progress Boulevard (Western Section)	Rainbow Blvd	Unser Blvd	Construct New 2 lane Roadway, include Bike Route (proj #600.1)	Capacity	City of Rio Rancho	$11,567,000
482.0	Rainbow Boulevard Extension	Irving Blvd	McMahon Blvd	Construct New 2 lane Roadway. Includes Bike Lanes & Trail	Capacity	Private	$3,867,500
494.0	Rainbow Boulevard Extension	Unser Blvd	Paseo del Norte	Construct New 2 lanes	Capacity	Private	$7,740,000
489.0	Rainbow Boulevard Extension (Rio Rancho)	Northern Blvd	King Blvd	Construct New 2 lanes; includes Bike Lanes (proj 489.1)	Capacity	City of Rio Rancho	$33,275,000
482.1	Rainbow Boulevard Reconstruction & Widening	Irving Blvd	McMahon Blvd	Reconstruct & Widen from 2 to 4 lanes	Capacity	Private	$5,476,250
531.0	Rainbow Boulevard Reconstruction & Widening	Unser Blvd	Paseo del Norte	Reconstruct & Widen from 2 to 4 lanes; includes Bike Lanes & Trail	Capacity	Private	$18,135,000
846.0	Raymac Road Bike Trail/Lanes	Paseo del Volcan	Isleta Drainage Channel	Construct Bike Trail/Lanes	BP	County of Bernalillo	$10,147,500
816.0	Rio Grande Boulevard Bike Trail	Montano Road	Ortega Rd	Construct Bike Trail	BP	Village of Los Ranchos de Albuquerque	$2,846,250
452.0	Rio Transit Bus Replacement	Rio Rancho City Wide		Purchase Buses	Transit	City of Rio Rancho	$45,000
453.0	Rio Transit ITS & Buses for Expansion	Rio Rancho City Wide		ITS & Purchase of Buses	Transit	City of Rio Rancho	$45,000
564.0	River Crossings Operations Study	AMPA Wide		Implement Managed Lanes at All River Crossings	Misc	NMDOT	$800,000
823.0	Rotary Park Bike Trail (Bernalillo)	Maria Elena Rd	Malinche Court	Construct Bike Trail	BP	Town of Bernalillo	$346,500
379.0	Route 66 Museum & Visitor Center	Central Avenue at Washington Street		Rehabilitate DeAnza Motel to create Route 66 Heritage Center	Misc	City of Albuquerque	$324,000
425.1	Roy Avenue Improvements (East Sect.)	Mile Marker #1.26	I-25 Interchange	Reconstruct & Widen from 2 to 4 lanes	Capacity	Pueblo of Sandia	$2,082,000
425.2	Roy Avenue Improvements (West Sect.)	NM 313, 4th Street	Mile Marker #1.26	Reconstruct & Widen from 2 to 4 lanes	Capacity	Pueblo of Sandia	$6,482,800
808.0	San Mateo - Osuna Road Overcrossing & Trail	I-25	Arroy del Oso Golf Course	Construct Overcrossing & Trail along Bear Canyon Arroyo	BP	City of Albuquerque	$9,000,000
802.4	San Mateo Boulevard Streetscape Improvements	I-40	Montgomery Blvd	Construct median streetscape improvements	Misc	City of Albuquerque	$880,000
801.7	San Pedro Boulevard Bike Lane Study	Zuni Avenue	Lomas Blvd	Conduct bike lane study	Misc	City of Albuquerque	$800,000
425.3	Sandia RR xings Safety Improvements	RR xins @ N. Farm Rd, N. Sandia Loop and	S. Sandia Loop	Safety Improvements	Safety	Pueblo of Sandia	$101,000

PIN	Project Title	From	To	Project Description	Project Type	Lead Agency	Total Est. Project Cost
409.0	Sandoval County Demand Response Bus Service	Serving areas t.b.d.		Implement Demand Response Bus Service	Transit	County of Sandoval	$50,000
404.0	Sandoval County Deviated Fixed Route Service (Cuba Route)	Cuba	US 550 RR Sta. & La Plazuela de Sandoval	Implement deviated fixed route service	Transit	County of Sandoval	$600,000
403.0	Sandoval County Deviated Fixed Route Service (TWO Routes)	Rt A: Jemez Springs; Rt B: Cochiti Lake	US 550 RR Sta. & La Plazuela de Sandoval	Implement deviated fixed route service along two routes.	Transit	County of Sandoval	$1,199,411
405.0	Sandoval County Transit Facilities	US 550 & I-25 at Rail Runner Station	also La Plazuela de Sandoval	Construct Transit Facilities at US 550 & I-25, at La Plazuela (Sandoval Co. Judicial Complex) and other locations.	Transit	County of Sandoval	$3,600,000
659.0	Santa Ana Pueblo Road Improvements	various roads in Santa Ana Pueblo	roads are in AMPA portion of pueblo	Rehabilitate roadways.	H&B Pr	Pueblo of Santa Ana	$1,760,000
658.0	Santa Ana Pueblo Transit Service			Project development and implementation for transit service from Santa Ana to Rail Runner station and other locations t.b.d. FY 2007 funds for planning & devel.	Transit	Pueblo of Santa Ana	$693,009
602.1	Saratoga Drive Sidewalks	Rockaway Blvd	Northern Blvd	Construct Sidewalks	BP	City of Rio Rancho	$1,327,500
525.1	Senator Dennis Chavez Boulevard Bike Lanes & Trail	Paseo del Volcan	118th St	Construct Bike Trail & Bike Lanes	BP	Private	$5,940,000
525.0	Senator Dennis Chavez Boulevard Improvements	98th St	Coors Blvd	Reconstruct & Widen from 2 to 4 lanes; includes Bike Lanes & Trail	Capacity	Private	$14,105,000
571.0	Shaa'skr'a Transit Shuttle to Albuquerque			Purchase vehicle & implement shuttle service to Albuquerque	Transit	Pueblo of Laguna	$45,000
822.0	Sheriff's Posse Road Bike Trail	Arroyo Venada	US 550	Construct Bike Trail	BP	Town of Bernalillo	$1,155,000
592.1	Singer Boulevard Bike Lanes	Chappel Dr	Jefferson St	Build Bike Lanes.	BP	City of Albuquerque	$825,000
592.0	Singer Boulevard Bridge Widening	Bridge over North Diversion Channel		Construct new 2 lane bridge to make total of 4 lanes.	Capacity	City of Albuquerque	$4,000,000
813.0	Sky View Channel Bike Trail	Black Arroyo	NM 528, Rio Rancho Blvd	Construct Bike Trail	BP	Private	$618,750
618.0	South Hill Road	NM 473	US 550	Reconstruct 2 lanes & Add/Improve Sidewalks	H&B Pr	Town of Bernalillo	$437,152
353.0	Southern Boulevard Expansion	Idalia Road	15th Street	Reconstruct & Widen to 4 lane road	Capacity	City of Rio Rancho	$11,279,000
853.0	Spain Road Bike Lanes	Juan Tabo Blvd	Tramway Blvd	Build Bike Lanes	BP	City of Albuquerque	$1,881,000
831.0	Sun Ranch Village Road Bike Lanes	Bachelors Street	NM 6	Build Bike Lanes	BP	Village of Los Lunas	$1,254,000
437.0	Sunport Boulevard Extension	Broadway	I-25 Exit 221	Construct New 4 lane divided facility	Capacity	Various/Joint Effort	$4,212,500
832.0	Tijeras Arroyo Bike & Pedestrian Trail, Stage II	South Diversion Channel	University Blvd	Construct Bike/Pedestrian Trail	BP	County of Bernalillo	$1,800,000

PIN	Project Title	From	To	Project Description	Project Type	Lead Agency	Total Est. Project Cost
656.0	TOD-Land Use Feasibility Study for North Valley	Neighborhood near:	12th St-4th St & I-40-Candelaria	Conduct land use and transportation feasibility study (including use of roundabouts)	Misc	City of Albuquerque	$100,000
485.0	Universe Boulevard Construction	TVI	McMahon Blvd	Construct New 2 lane Roadway	Capacity	Private	$1,290,000
487.0	Universe Boulevard Reconstruction & Widening (B)	Irving Blvd	McMahon Blvd	Reconstruct & Widen from 2 to 4 lanes	Capacity	Private	$4,940,000
854.0	University Boulevard Bike Lanes	Avenida Cesar Chavez	Lomas Blvd	Build Bike Lanes	BP	City of Albuquerque	$2,640,000
801.6	University Boulevard Bike Lanes/Trail Study	Gibson Blvd	Rio Bravo Blvd	Conduct bike lane/bike trail study	Misc	City of Albuquerque	$800,000
394.0	University Boulevard Extension to MdS	Rio Bravo Blvd	Mesa del Sol	Construct New 4 lane divided facility	Capacity	City of Albuquerque	$10,346,442
655.0	Unser Boulevard & Central Avenue Intersection Reconstruction	Unser Blvd fr Bridge Bl to Bluewater Rd	Central Ave fr Volcano Rd to 76th St	Reconstruct & redesign to provide Transit Oriented Activity Center	Misc	City of Albuquerque	$1,780,000
478.3	Unser Boulevard Bike Lanes & Bike Trail (SW ABQ)	San Ygnacio Rd	Central Ave	Build Bike Lanes/Trail. To be INCORPORATED in project #478.2	BP	Private	$4,455,000
479.1	Unser Boulevard Bike Lanes/Trail	Sen. Dennis Chavez Blvd	Gibson Blvd West	Build Bike Lanes/Trail. To be INCORPORATED in project #479	BP	Private	$5,445,000
464.0	Unser Boulevard Extension (NW ABQ) Lower Section	Atrisco Blvd	Paseo del Norte	Construct New 4 lane Roadway & Bike Lanes & Trail	Capacity	Private	$13,601,250
465.1	Unser Boulevard Extension (NW ABQ) Upper Section	Paseo del Norte	Paradise Blvd	Construct New 4 lane Roadway & Bike Lanes & Trail	Capacity	Private	$12,593,750
479.0	Unser Boulevard Extension (SW ABQ)	Blake Road	Gibson West Blvd	Reconstruct & Widen from 2 to 4 lanes; includes proj #479.1	Capacity	Private	$3,040,000
498.1	Unser Boulevard Extension (SW ABQ) Middle Section	Gun Club Road	Sen Dennis Chavez Blvd	Construct New 2 lanes. Add bike lanes (proj #498.3)	Capacity	Private	$3,612,000
498.0	Unser Boulevard Extension (SW ABQ) Northern Section	Sen Dennis Chavez Blvd	Blake Road	Construct New 4 lane Roadway	Capacity	Private	$7,372,000
498.4	Unser Boulevard Extension (SW ABQ) Southern Section - Bike Trail	Pajarito Rd	Gun Club Rd	Build Bike Trail. Lanes to be built if/when road is built - not incl. in cost est.	BP	County of Bernalillo	$1,072,500
498.3	Unser Boulevard Extenstion (SW ABQ) Middle Section - Bike Lanes & Trail	Gun Club Rd	Sen. Dennis Chavez Blvd	Build Bike Lanes & Trail. To be INCORPORATED into proj #498.1	BP	Private	$2,079,000
467.0	Unser Boulevard Improvements (NW ABQ)	Bandelier Dr	Bernalillo-Sandoval County Line	Reconstruct & Widen Roadway from 2 to 4 lanes	Capacity	City of Albuquerque	$6,800,625
509.0	Unser Boulevard Improvements (NW ABQ)	Paradise Blvd	Irving Blvd	Reconstruct & Widen from 2 to 4 lanes	Capacity	County of Bernalillo	$4,500,000
478.2	Unser Boulevard Improvements (SW ABQ)	Southern City Limits (S of S D Chavez)	Central Ave	Widen from 2 to 4 lanes those portions not 4 lanes; includes proj #478.3	Capacity	City of Albuquerque	$3,500,000
466.0	Unser Boulevard Reconstruction	Dellyne Ave	Montano Rd	Reconstruct Roadway; includes Bile Lanes & Trail proj #466.1	H&B Pr	City of Albuquerque	$4,991,250
381.0	Unser Boulevard Widening Lower Section	Abrazo Road	Farol Road	Reconstruct & Widen from 2 to 4 lanes. Add bike lanes (proj #381.5)	Capacity	City of Rio Rancho	$7,200,000
381.1	Unser Boulevard Widening Middle Section	Farol Road	Progress Blvd	Reconstruct & Widen from 2 to 4 lanes, divided. Add bike lanes (proj #381.4)	Capacity	City of Rio Rancho	$10,350,000

PIN	Project Title	From	To	Project Description	Project Type	Lead Agency	Total Est. Project Cost
381.2	Unser Boulevard Widening Upper Section	Progress Blvd	US 550	Reconstruct & Widen from 2 to 4 lanes. Add bike lanes (proj #381.3)	Capacity	City of Rio Rancho	$63,168,000
443.0	US 550 Signal Interconnection	I-25	NM 528	Install Signal Interconnection	ITS-TSM	NMDOT	$643,727
842.0	Utility Easement Trail	County Line	Paseo del Volcan	Construct Bike Trail	BP	City of Rio Rancho	$6,839,250
841.0	Venado Arroyo Trail	Unser Blvd	Utility Easement	Construct Bike Trail	BP	City of Rio Rancho	$3,828,000
607.0	Ventana Parkway - Construct Road	Paseo del Norte	Irving Blvd	Construct New 4 lane Roadway	Capacity	Private	$8,360,000
607.1	Ventana Parkway West Construction	Irving Blvd	McMahon Blvd (future)	Construct 2 lane Roadway, includes Bike Lanes	Capacity	Private	$4,760,000
802.3	West Central Avenue Streetscape Improvements	Western City Limits	Unser Boulevard	Construct median streetscape improvements.	Misc	City of Albuquerque	$880,000
609.0	Westphalia Boulevard (Northern Section)	Hella Road	Possible Future NW Loop Road	Construct New 4 lane Roadway	Capacity	Private	$6,840,000
608.0	Westphalia Boulevard (Southern Section)	Paseo del Volcan	Progress Blvd	Construct New 4 lane Roadway	Capacity	Private	$8,360,000
488.1	Westside Boulevard Bike Lanes	Unser Blvd	Golf Course Rd	Build Bike Lanes. To be INCORPORATED into proj #488	BP	Private	$1,031,250
508.2	Westside Boulevard Bike Lanes	Golf Course Road	NM 528	Build Bike Lanes	BP	City of Albuquerque	$2,095,500
488.0	Westside Boulevard Construction	Unser Blvd	Golf Course Rd	Construct New 2 lane Roadway. Add bike lanes (proj #488.1)	Capacity	Private	$5,375,000
508.0	Westside Boulevard Reconstruction & Widening	Unser Blvd	Golf Course Rd	Reconstruct & Widen from 2 to 4 lanes and 1 Bike Lane.	Capacity	Private	$10,531,250
508.1	Westside Boulevard Reconstruction & Widening	Golf Course Road	approx. 700 feet east of Golf Course Rd	Reconstruct & Widen from 2 to 4 lanes	Capacity	Private	$988,000
610.0	Woodmont Avenue Construction	Universe Blvd	Paseo del Norte	Construct New 2 lanes	Capacity	Private	$6,450,000
806.0	Wyoming Boulevard Bike Trail Overcrossing at Bear Arroyo	Wyoming Blvd at Bear Arroyo		Construct Overcrossing	BP	City of Albuquerque	$3,000,000
585.1	Wyoming Boulevard Widening (Northside)	Academy Blvd	Paseo del Norte	Widen from 4 to 6 lanes.	Capacity	City of Albuquerque	$3,000,000

Appendix E

Major Transportation Studies List

PIN	Project Title	From	To	Project Description	Project Type	Lead Agency	Total Est. Project Cost
527.1	90th St & 106th Street Grade Separations Study	90th Street over I-40	106th Street over I-40	Study to determine feasibility of restoring street connection across I-40 without access to expressway	Misc	City of Albuquerque	$800,000
560.1	Paseo del Norte Corridor Transportation Study	Northwest ABQ & Rio Rancho	Northeast Albuquerque	Study corridor to identify various alternatives to improve transportation (transit, managed lanes, etc.)	Misc	MRCOG	$800,000
564.0	River Crossings Operations Study	AMPA Wide		Implement Managed Lanes at All River Crossings	Misc	NMDOT	$800,000
622.0	Paseo del Volcan & Double Eagle II Road Connection Study	Double Eagle II Airport Entrance	Southern Blvd	Study to provide highway limited arterial connection	Misc	Various/Joint Effort	$800,000
624.0	I-25 Frontage Road Study (East Side)	North Belen Interchange NM 109 (Exit 195)	Los Lunas Interchange NM 6 (Exit 203)	Conduct an alignment study to for a New two-way Frontage Road on the east side of I-25	Misc	NMDOT	$800,000
654.0	Outer Loop Comprehensive Feasibility Study	Circumferential Ring around Metro Area		Conduct a comprehensive feasibility study of highway & transit needs including present & future travel demand and options.	Misc	NMDOT	$800,000
801.1	ABQ Comprehensive Bikeway/Trail Plan Update	Albuquerque City Wide		Update Comprehensive Bikeway/Trail Plan	Misc	City of Albuquerque	$800,000
801.2	Carlisle Boulevard Bike Lane Study	Indian School Road	Cutler Ave	Conduct bike lane study	Misc	City of Albuquerque	$800,000
801.3	Ceja N/S Bike Trail Study	Paseo del Volcan	Sen. Dennis Chavez Blvd.	Conduct bike trail study	Misc	City of Albuquerque	$800,000
801.4	Eagle Ranch Road Bike Lane Study	Coors Blvd	Irving Blvd	Conduct bike lane study	Misc	City of Albuquerque	$800,000
801.5	Girard Boulevard Bike Lane Study	Santa Clara Avenue	Indian School Road	Conduct bike lane study	Misc	City of Albuquerque	$800,000
801.6	University Boulevard Bike Lanes/Trail Study	Gibson Blvd	Rio Bravo Blvd	Conduct bike lane/bike trail study	Misc	City of Albuquerque	$800,000
801.7	San Pedro Boulevard Bike Lane Study	Zuni Avenue	Lomas Blvd	Conduct bike lane study	Misc	City of Albuquerque	$800,000
				TOTAL of All Studies in 2030 MTP (but not programmed in TIP)			$10,400,000

Appendix F

Privately-funded Transportation Projects List

PIN	Project Title	From	To	Project Description	Project Type	County	Municipality	Total Est. Project Cost
473.1	98th Street Bike Lanes (SW ABQ)	Blake Rd	Sage Rd	Build Bike Lanes. To be INCORPORATED in project #473.	BP	Bernalillo	City of Albuquerque	$1,980,000
474.1	98th Street Bike Lanes (SW ABQ)	Sen Dennis Chavez Blvd	Blake Road	Build Bike Lanes	BP	Bernalillo	City of Albuquerque	$1,815,000
478.3	Unser Boulevard Bike Lanes & Bike Trail (SW ABQ)	San Ygnacio Rd	Central Ave	Build Bike Lanes/Trail. To be INCORPORATED in project #478.2	BP	Bernalillo	City of Albuquerque	$4,455,000
479.1	Unser Boulevard Bike Lanes/Trail	Sen. Dennis Chavez Blvd	Gibson Blvd West	Build Bike Lanes/Trail. To be INCORPORATED in project #479	BP	Bernalillo	City of Albuquerque	$5,445,000
483.3	Irving Boulevard Bike Lanes	Rainbow Blvd	Universe Blvd	Build Bike Lanes/Trail. To be INCORPORATED in project #483.2	BP	Bernalillo	City of Albuquerque	$825,000
526.1	118th Street Bike Lanes (Middle Sect B)	City Limits (Antler Tool Rd)	Amole Arroyo	Build Bike Lanes	BP	Bernalillo	City of Albuquerque	$2,805,000
578.2	Alameda Boulevard Bike Lanes	I-25	Barstow St	Build Bike Lanes	BP	Bernalillo	City of Albuquerque	$2,722,500
803.0	La Orilla Bike Trail (Western Sect)	Coors Blvd	Rio Grande Bosque	Construct Bike Trail	BP	Bernalillo	City of Albuquerque	$198,000
813.0	Sky View Channel Bike Trail	Black Arroyo	NM 528, Rio Rancho Blvd	Construct Bike Trail	BP	Bernalillo	City of Albuquerque	$618,750
815.0	Gibson Boulevard Bike Lane & Bike Trail	Snow Vista Channel	Unser Blvd	Construct Bike Lanes/Trail	BP	Bernalillo	City of Albuquerque	$1,980,000
530.2	Paseo del Norte Bike Lanes (Far Westside)	2.0 miles wes of Double Eagle Road	Double Eagle Road	Construct Bike Lanes. To be INCORPORATED into proj #530 or 530.1	BP	Bernalillo	City of Rio Rancho	$3,300,000
498.3	Unser Boulevard Extenstion (SW ABQ) Middle Section - Bike Lanes & Trail	Gun Club Rd	Sen. Dennis Chavez Blvd	Build Bike Lanes & Trail. To be INCORPORATED into proj #498.1	BP	Bernalillo	Unincorporated Area	$2,079,000
525.1	Senator Dennis Chavez Boulevard Bike Lanes & Trail	Paseo del Volcan	118th St	Construct Bike Trail & Bike Lanes	BP	Bernalillo	Unincorporated Area	$5,940,000
526.2	118th Street Bike Trail (Middle Sect A)	Pajarito Rd	Antler Tool Rd	Construct Bike Trail (Bike Lanes if road is built)	BP	Bernalillo	Unincorporated Area	$1,980,000
526.3	118th Street Bike Trail (Southern Section)	Isleta Pueblo Boundary Area	Pajarito Rd	Construct Bike Trail (Bike Lanes if road is built)	BP	Bernalillo	Unincorporated Area	$2,268,750
526.4	118th Street Bike Trail (Northern Section)	De Vargas Rd	I-40	Build Bike Trail	BP	Bernalillo	Unincorporated Area	$1,237,500
864.0	Paseo del Volcan Bike Trail	Isleta Drainage Channel	Senator Dennis Chavez Blvd	Construct Bike Trail (Bike Lanes if road is built)	BP	Bernalillo	Unincorporated Area	$7,020,750
865.0	De Vargas Street Bike Trail	Paseo del Volcan	114th St	Construct Bike Trail (Bike Lanes if road is built)	BP	Bernalillo	Unincorporated Area	$1,369,500
866.0	North-South Bike Trail (SW ABQ)	Isleta Pueblo Boundary Area	Central Avenue	Construct Bike Trail on an alignment t.b.d. between PdV & 118th St.	BP	Bernalillo	Unincorporated Area	$6,179,250
867.1	NM 500, Rio Bravo Blvd Bike Trail & Lanes (Western Section)	Broadway	KAFB RR Spur	Construct Bike Trail and Bike Lanes	BP	Bernalillo	Unincorporated Area	$618,750

PIN	Project Title	From	To	Project Description	Project Type	County	Municipality	Total Est. Project Cost
803.1	La Orilla Bike Trail (Eastern Sect)	Golf Course Rd	Coors Blvd	Construct Bike Trail	BP	Bernalillo	Various Mutliple Jurisd.	$536,250
867.0	NM 500, Rio Bravo Blvd Bike Trail & Lanes (Eastern Section)	KAFB Railroad Spur	University Blvd	Construct Bike Trail and Bike Lanes	BP	Bernalillo	Various Mutliple Jurisd.	$1,559,250
475.1	Cabezon Boulevard Bike Lanes (19th Ave)	Unser Blvd	Golf Course Rd	Build Bike Lanes. To be INCORPORATED into proj #475	BP	Sandoval	City of Rio Rancho	$2,194,500
488.1	Westside Boulevard Bike Lanes	Unser Blvd	Golf Course Rd	Build Bike Lanes. To be INCORPORATED into proj #488	BP	Sandoval	City of Rio Rancho	$1,031,250
490.1	30th Street Extension (Broadmoor Dr) - Bike Lanes	Paseo del Volcan	Progress Blvd	Build Bike Lanes	BP	Sandoval	City of Rio Rancho	$2,079,000
577.1	40th Street Extension Bike Lanes	Paseo del Volcan	Progress Blvd	Build Bike Lanes. To be INCORPORATED into proj #577	BP	Sandoval	City of Rio Rancho	$1,881,000
595.1	Mariposa Parkway Bike Lanes	Unser Blvd	Blue Gamma Dr	Build Bike Lanes. To be INCORPORATED into proj #595	BP	Sandoval	City of Rio Rancho	$2,409,000
454.1	Mesa Del Sol Parkway	I-25 Future Exit	Mesa del Sol Loop Rd	Construct New 4 lane, divided & Bike Lanes	Capacity	Bernalillo	City of Albuquerque	$8,325,000
462.0	Old 98th Street Extension (Tierra Pintada Blvd.)	98th St	end of existing Old 98th Street	Construct New 4 lane Roadway & Bike Lanes	Capacity	Bernalillo	City of Albuquerque	$13,875,000
463.0	Old 98th Street Extension (Tierra Pintada Blvd.)	118th St	98th St	Construct New 2 lane Roadway & Bike Lanes	Capacity	Bernalillo	City of Albuquerque	$4,998,000
464.0	Unser Boulevard Extension (NW ABQ) Lower Section	Atrisco Blvd	Paseo del Norte	Construct New 4 lane Roadway & Bike Lanes & Trail	Capacity	Bernalillo	City of Albuquerque	$13,601,250
465.1	Unser Boulevard Extension (NW ABQ) Upper Section	Paseo del Norte	Paradise Blvd	Construct New 4 lane Roadway & Bike Lanes & Trail	Capacity	Bernalillo	City of Albuquerque	$12,593,750
470.0	Paseo del Norte Improvements	Rainbow Blvd	Kimmick Dr	Reconstruct & Widen from 2 to 4 lanes as Stage II. Includes Bike Lanes & Trail	Capacity	Bernalillo	City of Albuquerque	$19,142,500
473.0	98th Street Extension (SW ABQ Stage I)	Blake Rd	North of 86th St	Construct New 4 lane Roadway; includes proj #473.1	Capacity	Bernalillo	City of Albuquerque	$3,952,000
474.0	98th Street Extension (SW ABQ Stage II)	Sen Dennis Chavez Blvd	Blake Road	Construct New 4 lane Roadway	Capacity	Bernalillo	City of Albuquerque	$9,250,000
476.0	Gibson Boulevard West Extension	118th Street	98th Street	Construct New 2 lane Roadway & Bike Lanes & Trail	Capacity	Bernalillo	City of Albuquerque	$11,517,500
476.1	Gibson Boulevard West Extension	98th Street	Unser Blvd	Construct New 4 lane Roadway & Bike Lanes & Trail	Capacity	Bernalillo	City of Albuquerque	$5,037,500
479.0	Unser Boulevard Extension (SW ABQ)	Blake Road	Gibson West Blvd	Reconstruct & Widen from 2 to 4 lanes; includes proj #479.1	Capacity	Bernalillo	City of Albuquerque	$3,040,000
480.0	Ladera Drive Extension (Eastern Section)	98th St	90th St	Construct New 2 lane Roadway & Bike Lanes	Capacity	Bernalillo	City of Albuquerque	$3,153,500
480.1	Ladera Drive Widening	118th Street	98th St	Reconstruct & Widen from 2 to 4 lanes, includes Bike Lanes	Capacity	Bernalillo	City of Albuquerque	$12,950,000
481.0	Old 98th Street Reconstruction	98th Street	Unser Blvd	Reconstruct & Widen from 2 to 4 lanes. Includes Bike Lanes	Capacity	Bernalillo	City of Albuquerque	$16,650,000

PIN	Project Title	From	To	Project Description	Project Type	County	Municipality	Total Est. Project Cost
482.0	Rainbow Boulevard Extension	Irving Blvd	McMahon Blvd	Construct New 2 lane Roadway. Includes Bike Lanes & Trail	Capacity	Bernalillo	City of Albuquerque	$3,867,500
482.1	Rainbow Boulevard Reconstruction & Widening	Irving Blvd	McMahon Blvd	Reconstruct & Widen from 2 to 4 lanes	Capacity	Bernalillo	City of Albuquerque	$5,476,250
483.2	Irving Boulevard Reconstruction & Widening (A)	Rainbow Blvd	Universe Blvd	Reconstruct & Widen from 2 to 4 lanes; includes Bike Lanes (proj 483.3)	Capacity	Bernalillo	City of Albuquerque	$3,800,000
484.0	Irving Boulevard Reconstruction & Widening (B)	Universe Blvd	La Paz Dr	Reconstruct & Widen from 2 to 4 lanes	Capacity	Bernalillo	City of Albuquerque	$4,940,000
485.0	Universe Boulevard Construction	TVI	McMahon Blvd	Construct New 2 lane Roadway	Capacity	Bernalillo	City of Albuquerque	$1,290,000
487.0	Universe Boulevard Reconstruction & Widening (B)	Irving Blvd	McMahon Blvd	Reconstruct & Widen from 2 to 4 lanes	Capacity	Bernalillo	City of Albuquerque	$4,940,000
494.0	Rainbow Boulevard Extension	Unser Blvd	Paseo del Norte	Construct New 2 lanes	Capacity	Bernalillo	City of Albuquerque	$7,740,000
496.0	Blake Road Extension	98th St	Unser Blvd	Construct New 4 lane roadway	Capacity	Bernalillo	City of Albuquerque	$3,572,000
498.0	Unser Boulevard Extension (SW ABQ) Northern Section	Sen Dennis Chavez Blvd	Blake Road	Construct New 4 lane Roadway	Capacity	Bernalillo	City of Albuquerque	$7,372,000
501.0	Cross Street Extension	Ladera Dr	98th St	Construct New 2 lane Roadway; includes Bike Lanes	Capacity	Bernalillo	City of Albuquerque	$4,403,000
505.0	118th Street (NW ABQ)	Ladera Dr	Lower St	Construct New 2 lane Roadway; includes Bike Lanes & Trail	Capacity	Bernalillo	City of Albuquerque	$6,639,500
506.0	Alameda Boulevard Reconstruction & Widening	San Pedro Dr	Ventura Blvd	Reconstruct & Widen from 2 to 4 lanes; includes Bike Lanes	Capacity	Bernalillo	City of Albuquerque	$9,250,000
525.0	Senator Dennis Chavez Boulevard Improvements	98th St	Coors Blvd	Reconstruct & Widen from 2 to 4 lanes; includes Bike Lanes & Trail	Capacity	Bernalillo	City of Albuquerque	$14,105,000
531.0	Rainbow Boulevard Reconstruction & Widening	Unser Blvd	Paseo del Norte	Reconstruct & Widen from 2 to 4 lanes; includes Bike Lanes & Trail	Capacity	Bernalillo	City of Albuquerque	$18,135,000
575.0	106th Street Extension	Eucariz Ave	Central Ave	Construct New 2 lane road; includes Bike Lanes	Capacity	Bernalillo	City of Albuquerque	$1,368,500
607.0	Ventana Parkway - Construct Road	Paseo del Norte	Irving Blvd	Construct New 4 lane Roadway	Capacity	Bernalillo	City of Albuquerque	$8,360,000
610.0	Woodmont Avenue Construction	Universe Blvd	Paseo del Norte	Construct New 2 lanes	Capacity	Bernalillo	City of Albuquerque	$6,450,000
368.1	McMahon Boulevard Extension	Rainbow Blvd	Universe Blvd	Construct New 2 lane Roadway. Includes bike lanes.	Capacity	Bernalillo	City of Rio Rancho	$3,213,000
368.7	McMahon Boulevard Extension	Ventana Parkway West	Rainbow Blvd	Construct 2 lane Roadway, includes Bike Lanes	Capacity	Bernalillo	City of Rio Rancho	$5,950,000
508.1	Westside Boulevard Reconstruction & Widening	Golf Course Road	approx. 700 feet east of Golf Course Rd	Reconstruct & Widen from 2 to 4 lanes	Capacity	Bernalillo	City of Rio Rancho	$988,000

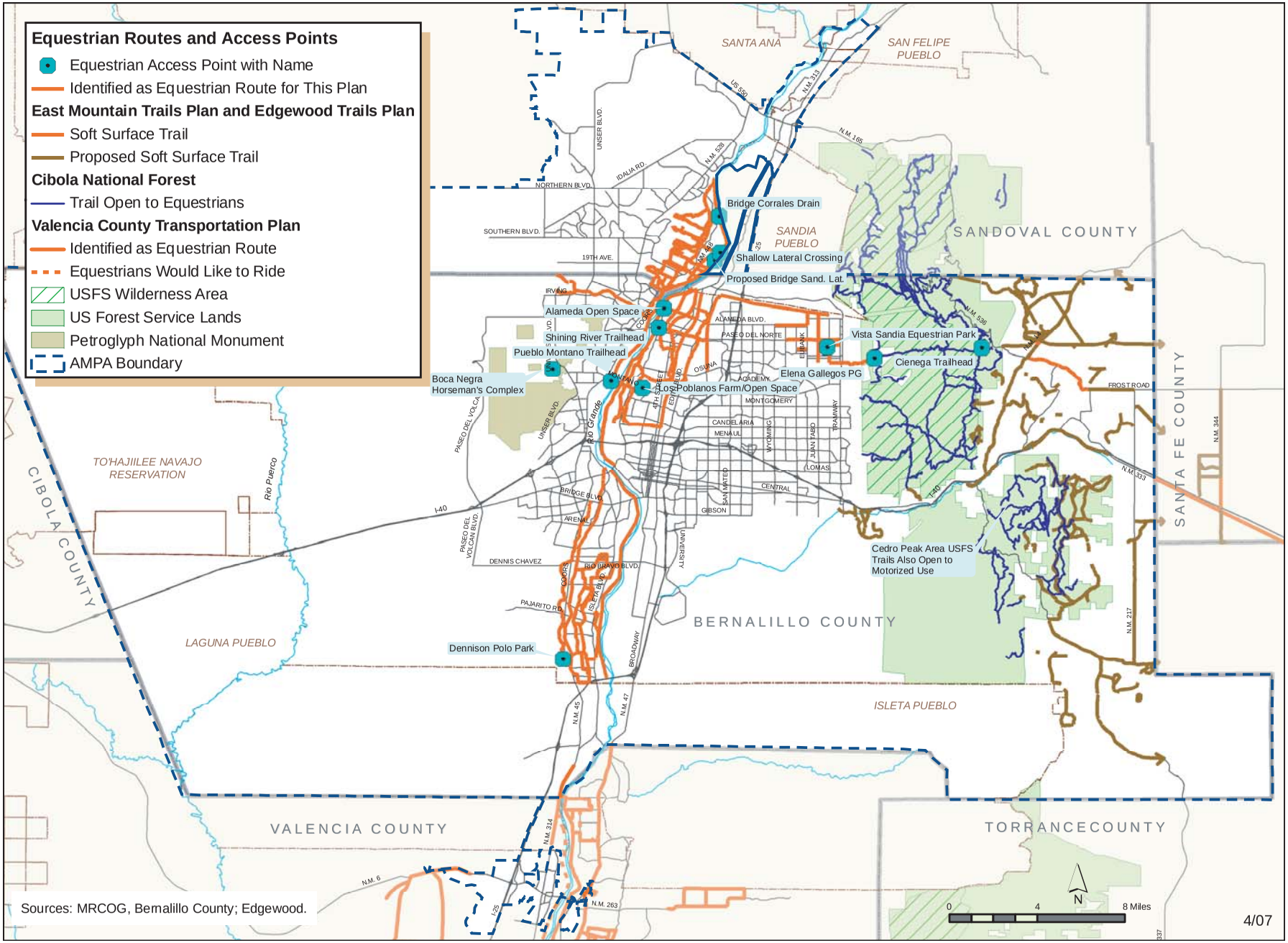
PIN	Project Title	From	To	Project Description	Project Type	County	Municipality	Total Est. Project Cost
530.0	Paseo del Norte Extension (Far Westside)	2.0 miles west of Double Eagle Rd	Double Eagle Road	Construct New 2 lane Roadway. Add bike lanes (proj #530.2)	Capacity	Bernalillo	City of Rio Rancho	$8,600,000
530.1	Paseo del Norte Reconstruction & Widening (Far Westside)	2.0 miles west of Double Eagle Rd	Double Eagle Road	Reconstruct & Widen from 2 to 4 lanes. Add bike lanes (proj #530.2)	Capacity	Bernalillo	City of Rio Rancho	$15,200,000
607.1	Ventana Parkway West Construction	Irving Blvd	McMahon Blvd (future)	Construct 2 lane Roadway, includes Bike Lanes	Capacity	Bernalillo	City of Rio Rancho	$4,760,000
492.0	Arenal Road Reconstruction & Widening	Rayo Del Sol	Coors Blvd	Reconstruct & Widen to 4 lane Roadway	Capacity	Bernalillo	Unincorporated Area	$3,040,000
495.0	118th Street (SW ABQ) Upper Section	Gibson Blvd West	Central Ave	Construct New 4 lane Roadway; includes Bike Lanes & Trail	Capacity	Bernalillo	Unincorporated Area	$19,444,748
498.1	Unser Boulevard Extension (SW ABQ) Middle Section	Gun Club Road	Sen Dennis Chavez Blvd	Construct New 2 lanes. Add bike lanes (proj #498.3)	Capacity	Bernalillo	Unincorporated Area	$3,612,000
504.0	Lower Street Construction	Ladera Dr	98th St	Construct New 2 lane Roadway; includes Bike Lanes	Capacity	Bernalillo	Unincorporated Area	$5,950,000
521.0	98th Street Extension (Stage I)	I-40 Interchange	Lower St	Construct New 4 lane Roadway; includes Bike Lanes & Trail	Capacity	Bernalillo	Unincorporated Area	$3,425,500
522.0	98th Street Extension (Stage II)	Lower St	Double Eagle Rd (PdV)	Construct New 4 lane Roadway; includes Bike Lanes & Trail	Capacity	Bernalillo	Unincorporated Area	$21,157,499
523.0	Ladera Drive Extension (Western Section)	Double Eagle Rd (PdV)	Lower St	Construct New 2 lane Roadway; includes Bike Lanes	Capacity	Bernalillo	Unincorporated Area	$9,520,000
524.0	Middle Street Construction	Ladera Dr	98th St	Construct New 2 lane Roadway; includes Bike Lanes	Capacity	Bernalillo	Unincorporated Area	$5,950,000
529.0	Paseo del Norte Improvements (Westside)	Double Eagle Road (PDV)	Rainbow Blvd	Reconstruct & Widen from 2 to 4 lanes; includes Bike Lanes & Trail	Capacity	Bernalillo	Unincorporated Area	$23,125,000
557.1	Northwest Loop (Bern Co.) Stage I	I-40 near Rio Puerco	Bernalillo-Sandoval County Line	Right-of-way preservation, Construct New 2 lane Gravel Roadway	Capacity	Bernalillo	Unincorporated Area	$52,890,000
500.0	Ladera Drive Extension (Middle Section)	Lower St	98th St	Construct New 2 lane Roadway; includes Bike Lanes	Capacity	Bernalillo	Various Mutliple Jurisd.	$8,151,500
526.0	118th Street (SW ABQ) Lower Section	Sen Dennis Chavez Blvd	De Vargas Road	Construct New 2 lane Roadway; includes Bike lanes & Trail	Capacity	Bernalillo	Various Mutliple Jurisd.	$8,130,000
590.0	Irving Boulevard Extension	del Oeste	Rainbow Blvd	Construct New 2 lane Roadway	Capacity	Bernalillo	Various Mutliple Jurisd.	$3,440,000
475.0	Cabezon Boulevard Construction (19th Ave)	Unser Blvd	Golf Course Rd	Construct New 2 lane Roadway. Add bike lanes (proj #475.1).	Capacity	Sandoval	City of Rio Rancho	$5,719,000
488.0	Westside Boulevard Construction	Unser Blvd	Golf Course Rd	Construct New 2 lane Roadway. Add bike lanes (proj #488.1)	Capacity	Sandoval	City of Rio Rancho	$5,375,000
490.2	30th Street Extension (Broadmoor) - Middle Section	Paseo del Volcan	Progress Blvd	Construct New 2 lane Roadway	Capacity	Sandoval	City of Rio Rancho	$4,730,000
490.3	30th Street Extension (Broadmoor) - Northern Section	Progress Blvd	Unser Blvd	Construct New 2 lane Roadway	Capacity	Sandoval	City of Rio Rancho	$4,730,000

PIN	Project Title	From	To	Project Description	Project Type	County	Municipality	Total Est. Project Cost
508.0	Westside Boulevard Reconstruction & Widening	Unser Blvd	Golf Course Rd	Reconstruct & Widen from 2 to 4 lanes and 1 Bike Lane.	Capacity	Sandoval	City of Rio Rancho	$10,531,250
557.0	Northwest Loop (Rio Rancho Section)	western Rio Rancho City Line	US 550	Construct New 2 lane Roadway	Capacity	Sandoval	City of Rio Rancho	$30,100,000
577.0	40th Street Extension	Paseo del Volcan	Progress Blvd	Construct New 4 lane Roadway (includes Bike Lanes #577.1)	Capacity	Sandoval	City of Rio Rancho	$9,880,000
595.0	Mariposa Parkway - Construct Road	Unser Blvd.	Blue Grama Dr.	Construct New 4 lane Roadway	Capacity	Sandoval	City of Rio Rancho	$15,200,000
600.0	Progress Boulevard (Eastern Section)	Unser Blvd	Paseo del Volcan	Construct New 2 lane Roadway	Capacity	Sandoval	City of Rio Rancho	$21,930,000
608.0	Westphalia Boulevard (Southern Section)	Paseo del Volcan	Progress Blvd	Construct New 4 lane Roadway	Capacity	Sandoval	City of Rio Rancho	$8,360,000
609.0	Westphalia Boulevard (Northern Section)	Hella Road	Possible Future NW Loop Road	Construct New 4 lane Roadway	Capacity	Sandoval	City of Rio Rancho	$6,840,000
583.0	Paseo del Volcan/Double Eagle II Road Extension	Paseo del Norte	Southern Blvd	Construct New 2 lane Roadway; includes Bike Lanes & Trail	Capacity	Various	Various Mutliple Jurisd.	$24,389,999
557.2	Northwest Loop (Bern Co.) Stage II	I-40 near Rio Puerco	Bernalillo-Sandoval County Line	Pave & reconstruct as needed, previously built 2 lane Roadway	H&B Pr	Bernalillo	Unincorporated Area	$40,919,999
					TOTAL Privately Funded Projects			$711,575,245

Appendix G

Equestrian Routes and Access Points Map

Important Note: For information purposes only. The equestrian information reflected on the map in this Appendix is *not* adopted policy of the Metropolitan Transportation Board, nor are any projects approved by or funds provided by this Metropolitan Transportation Plan.


Equestrian Routes and Access Points
Equestrian Access Point with Name
Identified as Equestrian Route for This Plan
East Mountain Trails Plan and Edgewood Trails Plan
Soft Surface Trail
Proposed Soft Surface Trail
Cibola National Forest
Trail Open to Equestrians
Valencia County Transportation Plan
Identified as Equestrian Route
Equestrians Would Like to Ride
USFS Wilderness Area
US Forest Service Lands
Petroglyph National Monument
AMPA Boundary
SANTA ANA
SAN FELIPE PUEBLO
SANDIA PUEBLO
SANDOVAL COUNTY
Bridge Corrales Drain
Shallow Lateral Crossing
Proposed Bridge Sand. Lat.
Alameda Open Space
Shining River Trailhead
Pueblo Montano Trailhead
Boca Negra Horseman's Complex
Los Poblanos Farm/Open Space
Vista Sandia Equestrian Park
Cienega Trailhead
Elena Gallegos PG
Cedro Peak Area USFS Trails Also Open to Motorized Use
SANTA FE COUNTY
TO'HAJIILEE NAVAJO RESERVATION
CIBOLA COUNTY
LAGUNA PUEBLO
Dennison Polo Park
BERNALILLO COUNTY
ISLETA PUEBLO
VALENCIA COUNTY
TORRANCECOUNTY
Sources: MRCOG, Bernalillo County; Edgewood.
0
4
8 Miles
N
4/07

Appendix H

Correspondence related to Transportation Conformity with State Implementation Plans for Air Quality

U.S. Department of Transportation

Federal Transit Administration
819 Taylor Street, Suite 8A36
Fort Worth, TX 76102

Federal Highway Administration
604 West San Mateo Road
Santa Fe, New Mexico

June 30, 2007

SUBJECT: Review, Conformity Determination, and Approval of the AMPA 2030 Metropolitan Transportation Plan, Amended FY06-11 Transportation Improvement Program, and FY08-13 Transportation Improvement Program

Mr. Lawrence Rael, Executive Director
Mid-Region Council of Governments
809 Copper Avenue NW
Albuquerque, NM 87102

ATTN: Mr. Jack Lord, MRCOG

Dear Mr. Rael:

Our office has received the subject documents together with supporting resolutions under a cover letter dated April 30, 2007. According to the requirements of SAFETEA-LU, as found in 23 CFR §450; and the Clean Air Act, as found in 40 CFR §93; FHWA and FTA are responsible for a joint review of air quality conformity for metropolitan transportation plans and transportation improvement programs.

FHWA has ongoing concerns about the development of the local transportation network in the AMPA region. The lack of investment in local arterial infrastructure places loadings on the Interstate system and National Highway System that these systems were never designed to address. One of the most critical needs is for additional crossings of the Rio Grande in the AMPA region.

The analyses found in the 2030 plan clearly point to the need for additional river crossings to connect, among other things, rapid residential growth on the west side of the river with employment and retail centers on the east. Yet the AMPA plan makes no mention of this issue. FHWA recognizes that there are political and land ownership difficulties with addressing this need. Nevertheless, it seems readily apparent that the need for more river crossings for the regional arterial network must be faced squarely before 2030, within the time horizon of this plan.

Notwithstanding this concern, the AMPA 2030 Metropolitan Transportation Plan, Amended FY06-11 Transportation Improvement Program, and FY08-13 Transportation Improvement Program are found to be in conformity with applicable provisions of the Clean Air Act and SAFETEA-LU. This determination is effective for four years from the date of this finding.

The AMPA Amended FY06-11 Transportation Improvement Program and FY08-13 Transportation Improvement Program are found to be consistent with the AMPA 2030 Metropolitan Transportation Plan, per the requirements of 23 CFR 450.328 parts (a) and (b).

Please see the attached joint FHWA/FTA record of review for details.

This approval will be effective until July 1, 2011. For questions and comments regarding the above action, please contact Mr. Bruce Bender, FHWA at (505) 690-8651; or Ms. Laura Wallace, FTA at 817-978-0561.

Robert C. Patrick
Regional Administrator
Federal Transit Administration

J. Don Martinez
Division Administrator
Federal Highway Administration

Enclosure

cc: Ms. Patricia Oliver-Wright, NMDOT, w/ enclosures
Ms. Laura Wallace, FTA Region 6, w/ enclosures
Mr. Bruce Bender, FHWA, w/ enclosures

U.S. Department of Transportation

Federal Transit Administration
819 Taylor Street, Suite 8A36
Fort Worth, TX 76102

Federal Highway Administration
604 West San Mateo Road
Santa Fe, New Mexico

Joint Record of Review
AMPA 2030 Metropolitan Transportation Plan
Amended FY06-11 TIP, FY08-13 TIP
June 30, 2007

Conformity Determination

According to the requirements of SAFETEA-LU, as found in 23 CFR §450; and the Clean Air Act, as found in 40 CFR §93; FHWA and FTA are responsible for a joint review of air quality conformity for metropolitan transportation plans and transportation improvement programs.

Because of new requirements based on SAFETEA-LU, some of the existing guidance for the review process is out of date. This review is based on guidance from Section C of the *FHWA Transportation Conformity Reference Guide*, which for reference may be found online at:

http://www.fhwa.dot.gov/environment/conformity/ref_guid/chap1.htm

A specific finding regarding conformity with the limited maintenance status for CO for the AMPA planning area, with evidence of interagency coordination, was provided by previous correspondence in May, 2007. The conformity determination is completed by the current document, which reviews the other applicable requirements.

Planning factors: 23 U.S.C. §134(h) specifies eight requirements for MPO plans, which are reflected in 23 CFR§ 450.306(a). To be in conformity, a plan must address these eight requirements. AMPA staff has provided a "Federal Requirements Summary and Checklist" that specifies which portion of the plan addresses different SAFETEA-LU requirements. We have reviewed the checklist and find that the AMPA plan addresses the requirements of 306(a).

Fiscal constraint: 40 CFR §93.108 says that transportation plans and TIPs must be fiscally constrained, consistent with DOT's metropolitan planning regulations at 23 CFR §450, in order to be found in conformity. 23 CFR §450.322(f)(10) requires a financial plan that demonstrates how the adopted transportation plan can be implemented. Pages XIII-26 through 32 of the AMPA plan contain a financial analysis that discusses various planning assumptions and shows that expected revenues and expenditures are well balanced. The analysis also includes an inflation factor for year-of-expenditure purposes. 23 CFR §450.324(h) has a similar requirement for the TIP. To address this requirement, MRCOG staff prepared fiscal constraint analyses, dated 5/10/07, for both TIPs under review. These analyses show that fiscal constraint is maintained throughout the STIP period, both on an annual and a cumulative basis, for federal funding. Section 324(h) has some additional requirements that are not addressed, but it is reasonable to assume, when reviewing the.

TIPs together with the financial analysis found in the plan, that if the federal funds are constrained the entire funding package is also constrained.

Comment: For future TIP submittals, MRCOG should fully address the requirements of section 324(h), and include this information as part of the TIP submittal rather than as a separate document.

Regionally Significant Projects: In the AMPA process, regional significance is determined by the Transportation Conformity Technical Committee, and all regionally significant projects are subsequently included in the TIP. This process was reviewed and discussed at the 2006 certification review, and follows the recommendations that EPA made during those discussions.

Contents of the TIP: Joint review of the plan and the TIPs shows that the identified projects are reasonably consistent with the goals found in Section IV of the plan. The goals emphasize multimodalism, safety, operations/management, and community sensitivity, and the TIPs show a broad distribution of project types. The projects that appear in the TIPs are selected from among the projects identified in Appendix A of the plan.

Public Involvement: Chapter XIV of the AMPA plan documents an extensive public involvement process that began in late 2004 and continued into 2007. There is evidence of consultation with persons with disabilities, the environmental community, the security sector, and the freight industry. The TIPs were developed concurrently with the plan, and part of the same public involvement process. MRCOG has public involvement procedures that were adopted in early 2005, but upon review they do appear to meet the substantive requirements of 23 CFR §450.316 as amended to comply with SAFETEA-LU

Comment: The text of 23 CFR §450.316 as cited in Appendix A of the MRCOG public involvement procedures has been amended. Appendix A should be updated, as should the title of the document (the regulations now refer to a "participation plan".)

Interagency Consultation: Documentation of interagency consultation for CO conformity was provided and reviewed as satisfactory prior to the previous correspondence dated May 9, 2007.

Certifications

Self-certification: In a document dated May 23, 2007, MRCOG and NMDOT jointly certified that the AMPA transportation planning process is in compliance with 23 CFR §450.218 and 23 CFR §450.334, and meets the ten legislative requirements listed in those sections.

Certification Review: The most recent certification review of the AMPA planning process took place in April 2006. The review team made several recommendations regarding the metropolitan transportation plan and TIP. The subject documents clearly demonstrate that MRCOG has taken the comments seriously and has been working to address them. Of special notice are the outreach efforts made to the environmental community and the freight industry. However, the plan contains no information regarding a recommendation that the MPO and Mid-Region Transit District consider reasonable strategies to assure a dedicated funding source for transit services.

Comment: MRCOG and the Mid-Region Transit District should formally consider reasonable strategies to assure a dedicated funding source for transit services.

Mid-Region Council of Governments

Communities Working Together

September 5, 2007

Metropolitan Transportation Board (MTB) Members

Re: Transportation Conformity with Air Quality Plans for the 2030 Metropolitan Transportation Plan (MTP), FY 2006-2011 Transportation Improvement Program (TIP), and FY 2008-2013 TIP

Dear Board Member:

On June 30, 2007, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), in consultation with the United States Environmental Protection Agency (EPA), issued a joint letter stating that the 2030 MTP and associated FY06-11 and FY08-13 TIPs are determined to be in conformity with applicable provisions of the Clean Air Act and federal transportation planning regulations.

The MTP and TIPs are now considered fully approved. The 2030 MTP is effective for four years from June 30, 2007.

As a reminder, all conforming MTPs and TIPs must include all regionally significant projects, in accordance with the Clean Air Act (40 CFR 93), SAFETEA-LU planning regulations (23 CFR 450), and Albuquerque-Bernalillo County Air Quality Control Board Regulations (New Mexico Administrative Code Title 20, Chapter 11, Part 3, *Transportation Conformity*).

Within the Albuquerque Metropolitan Planning Area (AMPA), two definitions of "regionally significant projects" apply based on whether the jurisdiction is within the Carbon Monoxide maintenance area.

Within the boundaries of Bernalillo County, "regionally significant projects" are defined by local air quality regulations as "a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from an area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc. or transportation terminals) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel."

This definition applies to all unincorporated areas within the County of Bernalillo, including Native American reservation lands, the City of Albuquerque, the Village of Los Ranchos, the Village of Tijeras, and those parts of the City of Rio Rancho within Bernalillo County. Regionally significant projects within these areas are determined by the Transportation Conformity Technical Committee (TCTC), made up of federal, state, and local agencies, with concurrence by the Albuquerque-Bernalillo County Air Quality Control Board. These determinations in Bernalillo County are based on federal transportation planning and transportation conformity with air quality plans regulations.

809 Copper Ave. NW, Albuquerque, NM 87102
Phone: (505) 247-1750 Fax (505) 247-1753 Web: www.mrcog-nm.gov

Within the remainder of the metropolitan planning area, such as unincorporated parts of southern Sandoval County, the City of Rio Rancho within Sandoval County, the Village of Corrales, the Town of Bernalillo, and the Village of Los Lunas, the MTB determines which projects are regionally significant based only on federal transportation planning regulations. Since these areas are outside the Carbon Monoxide maintenance area and are considered in attainment of all air quality standards, the transportation conformity regulations do not apply.

The new SAFETEA-LU transportation planning regulations that became effective on March 16, 2007, have a slightly different definition of regionally significant projects from that in our local conformity regulations. The differences are in italics: "regionally significant project means a transportation project (*other than projects that may be grouped in the TIP or* exempt projects *as defined in EPA's transportation conformity regulation*) that is on a facility which serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments, such as new retail malls, sports complexes, *or employment centers*; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer a significant alternative to regional highway travel."

As a reminder, regionally significant projects not in the MTP and TIP as of June 30, 2007, regardless of funding source, will require a full plan amendment and federal conformity determination before being implemented.

In accordance with the federal regulations and MRCOG Articles of Agreement, The MRCOG requests that all member agencies coordinate with Transportation Staff before implementation, regardless of funding source, for all new roadway projects, all projects on existing roadways that are functionally classified as collector and above, and all fixed guideway transit projects for initial consultation to determine whether that project is regionally significant. Coordination on these projects has the added benefit of allowing the MRCOG to update regional land use and transportation models used to support local agency planning.

If you have any questions or would like additional information, please contact Mark Sprick, Transportation Planning Manager at 724-3633, or Jack Lord, Transportation Program Manager, 724-3632.

Sincerely,

Lawrence Rael
Executive Director

Cc: Transportation Coordinating Committee (TCC)
Transportation Program Task Group (TPTG)
Public Involvement Committee (PIC)
Transportation Conformity Technical Committee (TCTC)
MRCOG Transportation Staff

Appendix I

Public Involvement Committee Roster as of April 27, 2007

Mid-Region Council of Governments
METROPOLITAN TRANSPORTATION BOARD'S
PUBLIC INVOLVEMENT COMMITTEE

ORGANIZATION		MEMBER		ALTERNATE
Shared Vision		**Anita P. Miller**		Vacant
City of Albuquerque -- District 2		**Jens Deichmann**		Vacant
1000 Friends of New Mexico		**Joanne McEntire**		Gabriel Nims
City of Albuquerque – District 1		**Joe Valles**		Vacant
City of Albuquerque – District 3		**Mardon Gardella**		Florencio Baca
City of Albuquerque -- District 4		**Cliff Richardson, *Chair***		Vacant
City of Albuquerque – District 5		**Antonio Sandoval**		Vacant
City of Albuquerque – District 6		**J.W. Madison**		Vacant
City of Albuquerque – District 7		**Ron Faich**		Vacant
City of Albuquerque – District 8		**Vacant**		Vacant
City of Albuquerque – District 9		**Vacant**		Vacant
Town of Bernalillo		**Vacant**		Vacant
Bernalillo County – District 1		**Vacant**		Vacant
Bernalillo County – District 2		**Rip Anderson**		Orlando Olivas
Bernalillo County -- District 3		**Marianne Dickinson**		
Bernalillo County – District 4		**Larry Weaver**		Robert Prendergast
Bernalillo County – District 5		**Bob Morrell**		Vacant
Bernalillo County West Side Member at Large		**Vacant**		Vacant
Village of Corrales		**Richard Foote**		
Village of Los Lunas		**Robert Anderson**		
Greater Albuquerque Bicycling Advisory Committee		**John Myers**		Jeff Norenburg
Greater Albuquerque Recreational Trails Committee		**John Weber**		Vacant
League of Women Voters		**Sandra Richardson**		Helen Wright
Village of Los Ranchos de Albuquerque		**Harry Weil**		Vacant
NM/National Association of Industrial and Office Parks		**Gregg Campbell**		Kerry Davis
New Mexico Public Interest Research Group		**Claude Morelli**		Jeanne Bassett Leanne Leith
Sierra Club		**Vacant**		Ralph Wrons ?
Sandia National Laboratories		**Ted Wolff**		Ed Tooley
City of Rio Rancho		**Eric Wrage**		Mike Gibson, Don Oppenheimer
City of Rio Rancho		**Dale Lumley**		Mike Gibson, Don Oppenheimer
Sandoval County		**Rebecca Carter, *Vice-Chair***		Phillip Sapien
NON-VOTING ADVISORY MEMBERS				
ORGANIZATION		**MEMBER**		**ALTERNATE**
American Lung Association		**Vacant**		Vacant
Intel		**Barbara Blewett ?**		Mary McCarthy
Kirtland Air Force Base		**Vacant**		
NMDOT		**Frank Esparza**		
Rio Rancho Chamber of Comm		**Debbi Moore ?**		
USDOI National Park Service		**Joseph P. Sanchez**		Diane Souder
MRCOG STAFF ATTENDING				

Revised 2-13-07

Appendix J

List of Abbreviations Used in the 2030 MTP

3C	Continuing, Cooperative and Comprehensive metropolitan planning process
AASHTO	Association of American State Highway Transportation Officials
ADA	Americans with Disabilities Act
AFV	Alternative Fuel Vehicle
AMPA	Albuquerque Metropolitan Planning Area
ATC	Alvarado Transportation Center
B100	Biodiesel fuel (number = % of biodiesel in the blend)
BBER	Bureau of Business and Economic Research
Bern Co	Bernalillo County
BIA	U.S. Bureau of Indian Affairs
BLM	U.S. Bureau of Land Management
BP	Bicycle – Pedestrian
CBD	Central Business District
CCTV	Closed Circuit Television
CFR	Code of Federal Regulations
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Process
CNG	Compressed Natural Gas
CO	Carbon Monoxide
COA	City of Albuquerque
CTPP	Census Transportation Planning Package
DASZ	Data Analysis Subzone
Des	Design
DMD	City of Albuquerque, Department of Municipal Development
DOE	U.S. Department of Energy
DPI	City of Rio Rancho Department of Public Infrastructure
E95	Ethanol fuel (number = % of ethanol in the blend)

EPA	U.S. Environmental Protection Agency
EPAct	Energy Policy Act
FAABS	Future Albuquerque Area Bikeways & Streets (superseded by this MTP)
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GIS	Geographic Information System
GRIP	Governor Richardson's Investment Partnership
H&B Pr	Highway & Bridge Preservation
HOV	High Occupancy Vehicle (2 or more persons)
IRR	Indian Reservation Roads
ISTEA	Intermodal Surface Transportation Act
ITS	Intelligent Transportation Systems
JARC	Job Access Reverse Commute (transit service funded under FTA 5316)
JLUS	Joint Land Use plan
KAFB	Kirtland Air Force Base
LAM	Land-Use Allocation Module
LMP	Limited Maintenance Plan
LNG	Liquefied Natural Gas
LOS	Level of Service
LPG	Liquefied Petroleum Gas
LR d ABQ	Village of Los Ranchos de Albuquerque
M85	Methanol fuel (number = % of methanol in the blend)
M&O	Maintenance & Operations
MPO	Metropolitan Planning Organization
MRCOG	Mid-Region Council of Governments

MRTD	Mid-Region Transit District
MSA	Metropolitan Statistical Area (as established by US Census Bureau)
MTB	Metropolitan Transportation Board
MTP	Metropolitan Transportation Plan
NAAQS	National Ambient Air Quality Standards
NHS	National Highway System
NMAC	New Mexico Administrative Code
NMDOT	New Mexico Department of Transportation
NMP&R	New Mexico Park & Ride
NPS	National Park Service
O/D	Origin/Destination
O&M	Operations & Maintenance
PCI	Pedestrian Composite Index
PE	Preliminary Engineering
PIC	Public Involvement Committee
Recon	Reconstruction
ROW	Right-of-Way
SAFETEA-LU	Safe, Accountable, Flexible and Efficient Transportation Equity Act – a Legacy for Users
SGCN	Species of Greatest Conservation Need
SHSP	Strategic Highway Safety Plan
SIP	State Implementation Plan
SOV	Single Occupancy Vehicle
SRTP	Short Range Transit Plan from ABQ Ride
TDM	Travel Demand Management
TEA21	Transportation Equity Act for the 21st Century

TIP	Transportation Improvement Program
TOC	Traffic Operations Center
TOD	Transit Oriented Development
TRAM	Transportation Accessibility Model (a modeling analysis program)
TSM	Transportation Systems Management
UNM	University of New Mexico
UPWP	Unified Planning Work Program (for the MPO)
USC	United States Code
USFS	United States Forest Service
VHT	Vehicle Hours Traveled
VMT	Vehicle Miles Traveled
WABAG	Walking and Bicycling Advisory Group